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THE ACCUSATIONS AGAINST THE PORTUGUESE GOVERNMENT: ADELINE DUCHESS OF BEDFORD TALKING TO A POLITICAL PRISONER IN THE PENITENTIARY AT LISBON.

Adeline Duchess of Bedford, widow of the tenth Duke, has made some striking and startling statements as to the methods adopted by the Government of the Portuguese Republic when it is dealing with its political opponents. Her Grace has just returned from Lisbon, where she was able to visit the three chief prisons and to see the unhappy condition of the political prisoners. In a leader on the subject, the "Times" of the other day said: "Since the date of the Revolution of 1910 . . . the secret societies, to whom the establishment of the Republic was due, appear to have been seeking to consolidate their work by waging a war of extermination against all who could be suspected by any stretch of the imagination of Royalist sympathies. Hundreds

of such persons have been arrested on the most frivolous charges, often upon the hint of base informers, and thrown . . . into the common prisons, there to remain for weeks, months, or it may be years, herded together with the vilest criminals, until it should please the authorities to try them. . . . The same influences which procured their arrest rarely failed to ensure their conviction and consequent condemnation to the statutory penalty of six years' penal servitude, followed by transportation for life. The whole procedure was well calculated to rid the country by degrees of all elements capable of opposing effective resistance to the tyranny of the Carbonaria."—[PHOTOGRAPH BY BENOLIEL.]

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THE PLAYHOUSES.

"THE INFERIOR SEX." AT THE COMEDY.

THE scene is laid on board a yacht in which its owner, Mr. Winslow, is making a pleasure-trip across the Atlantic in order to complete a volume of misogynist studies. Off the Scillys a member of what the young philosopher calls "the inferior sex" is sighted, and has to be taken on board. How this daughter of Eve, by the pranks she plays and the charm she exercises, at once confirms and confounds Mr. Winslow's ideas of women, is the subject of Mr. Frank Stayton's ingenious and farcical little play. Eve—for so the heroine is named—commandeers his cabin; they share it in Box and Cox fashion. Having read "Treasure Island" once upon a time, Eve organises a mutiny just for fun. Much misery the little wretch causes him, and yet, when the chance comes of ridding himself of his tormentor, away goes his indictment of the sex into the sea—away goes his bachelor freedom also. To criticise a trifle of this sort would be like breaking a butterfly on the wheel. Mr. Kenneth Douglas (with an air of geniality and the most comic suggestions of dismay), Miss Renée Kelly (irresponsible very much in the manner she assumed in "Ann"), and Mr. O. B. Clarence (delightfully supercilious and formal as a valet), all work hard to keep the fun going, and may be said to succeed in their efforts.

"THE GIRL ON THE FILM." AT THE GAIETY.

Believing that the conventions of the familiar musical comedy have been worked rather too often, the Gaiety manager has tried in his latest programme to give us a play with music that has a real and continuous story, and the shouts of applause that went up from his first-night audience as the curtain of the second act fell on an effective situation proved that he has not made a mistake with "The Girl on the Film." German in origin—and perhaps rather too German now and then in sentiment—this cinema drama has for its central idea the resolve of a "Vioscope" company to reproduce the incident of Napoleon's meeting the pretty daughter of a miller while watching the Battle of Leipzig. An Italian actress has been invited to interpret the part of the heroine, but the scapegrace daughter of a General, masquerading in male attire, brings about this Signora's defection, so that she herself may act with the fascinating Max Daly, of whom she is enamoured. Miss Emmy Wehlen and Miss Gwendolen Brogden are the players who most make a mark in this production. The former came to us with great recommendations from Germany, and has at last overcome the difficulty which has crippled the London chances of other Teutonic actresses. Hardly the trace of a foreign accent is now noticeable in her English. Of her vivacity and singing ability there was never any doubt. No less noteworthy is the performance of Miss Brogden as the Signora, with never a word of English to say, but with plenty of music admirably rendered. Another success in song and comic scenes is scored by Miss Madeleine Seymour; while Mr. Charles Maude demonstrates his virtuosity by rendering extremely well two of the most taking numbers in the score—an invitation to waltz and the duet "Antidote." For the rest, old favourites such as Mr. George Grossmith (admirably fitted as the ladies' idol, Max Daly) and Miss Connie Ediss, Mr. Nainby and Mr. George Barrett—all three left very much to their own resources—are vastly amusing in their different ways. "The Girl on the Film" is not only a change, but a change for the better, and it looks as if it were in for a very long run.

"BROTHER ALFRED." AT THE SAVOY.

It is not too lively a farce with which Mr. Lawrence Grossmith has started management at the Savoy. "Brother Alfred" its authors, Messrs. H. W. Westbrook and P. G. Wodehouse, style their piece, and they owe the idea, which gives it its chief comic turns to the invention of another playwright. It was in "The Importance of Being Earnest" that the hero called out of the void an imaginary brother to help himself out of a difficulty, and this is what George Lattaker does—as it proves quite needlessly—in the new Savoy play. Supposing himself to have been guilty of *lèse majesté* at the Monte Carlo tables, and to have insulted a Serene Highness, he impersonates his non-existent brother Alfred, who only differs from him, we are informed, by having a mole, and causes George to disappear. This is awkward for Alfred, because George, wooing a girl on behalf of a friend, like the John of one of Longfellow's poems, had won her heart for himself, and at first she refuses to believe in his masquerade. He has also his troubles with a detective, who takes him for an assassin; with the Prince's equerry who, did he but know it, comes on a mission of thanks; and with his friend's valet, a Socialist spouter not above taking a tip, but very jealous at having discovered George kissing his sweetheart. But George's discomfort might have been ended at any moment had he known that he had saved the Prince's life all unknowingly from the attack of a madman, and that the equerry was searching for him to express his high-born master's gratitude. This sort of play, in which a few simple words which would explain everything are long-deferred, and the hero is bundled through doors, and there is a mechanically prolonged series of misunderstandings, has a way of becoming tiresome unless the pace is kept rollicking and breathless, and the complications are piled one on another with audacious recklessness. The authors of "Brother Alfred" are inclined to let their farce drag, and to repeat their business. Perhaps their happiest character is the democratic valet whose jealousy and bursts of street-oratory Mr. Sass gives out with really laughable pomposity. The next best thing is the formal equerry of Mr. Philip Cunningham, who clicks his heels and salutes each time he mentions his princely master; but we have had this sort of burlesque already on our stage. Mr. Lawrence Grossmith works hard in his double rôle and the love-scenes which both parts involve; and Miss Faith Celli makes a pretty ingénue; while Mr. Arthur Chesney, as a plump and bashful swain who has to be taught sweetheating by his father, gets all the fun possible out of small opportunities. Despite, however, the exertions of the cast, "Brother Alfred" is only entertaining by fits and starts.

(Other Playhouse Notes on "Art and Drama" Page.)

PARLIAMENT.

ACCORDING to the complaints made by Members, on the vote for Works, the House of Commons lacks some of the qualities of "the best club in London." There was considerable grumbling on account of the ventilation through the floor. One Member, who protected himself last winter with a rug, said cold air was squirted up the legs of his trousers, and another declared that there was not a second-class public-house in London which had not a sweeter atmosphere in the morning. A legislator attributed his depression to the atmosphere, and one of his colleagues confessed he always got extremely dry. The record of the Kitchen Committee showed how many Members had spent their days and evenings in the House last year. There were 31,663 luncheons, 55,391 dinners, and 93,633 teas, besides suppers and meals at bars, the amount spent on wines being £7665 and on cigars £1.99. With the usual £2000 subsidy, the accounts produced a surplus of £668. Members who think they treat themselves too well have drawn attention to the report of the Comptroller and Auditor-General calling in question the legality of the allowance of £100 for expenditure in assessing income-tax on their salaries. The correspondence on the subject has been laid before the Public Accounts Committee of the House. One of the most interesting discussions of the past week has been on the Bill promoted by Unionists for State loans to be given for the erection of rural cottages at rents within the means of the labouring population. Although controversy did not strictly follow Party lines, the measure was supported chiefly on the Unionist side, and attacked almost entirely by Liberals. It was vehemently opposed by Mr. John Burns, who contended that it would sanction what was really outdoor relief in the form of bricks and mortar, and who held that the labourer's wages should be sufficiently high to enable him to pay an economic rent. Eventually the Bill was talked out, a motion for the closure being defeated by a majority of one. A number of Radical and Labour Members protested noisily against the British part in the international naval demonstration in the Near East, and although Sir Edward Grey assured the House that it was essential for the continuance of peace between the Great Powers to uphold the agreement at which they had arrived, a discussion was demanded by objectors; but Mr. Bonar Law concurred with Mr. Asquith as to the undesirability of discussion at present, and a request for leave to move the adjournment on this occasion was rejected, it being supported by only sixteen Members instead of the necessary forty. A Bill for the abolition of plural voting was introduced by Mr. J. A. Pease on Monday, but the House has devoted the week mainly to administrative measures, including the Bill with reference to Women Suffragist prisoners, and the Bill, rendered necessary by Mr. Gibson Bowles's action, to give immediate statutory sanction to a taxing resolution.

"THE NEW FREEDOM."

PRIMARILY, of course, it is to the interest of Americans that Dr. Woodrow Wilson's volume, "The New Freedom" (Chapman and Hall) appeals. It is not so much that he wrote it for them. "I did not write this book at all," he explains. Mr. William B. Hale had the cleverness to perceive it emerging from the President's campaign speeches, and the editorial skill to capture it, dress it up, and send it forth in conventional literary guise. But candidates for the Presidency, however scholarly and philosophical and greatly in earnest, must keep an eye upon votes, and so even the "more suggestive portions" of Dr. Woodrow Wilson's speeches, out of which "The New Freedom" is composed, were necessarily addressed, indirectly if not directly, to the man in the street in America. The author has a good deal to say about Jefferson and Alexander Henderson—names quite indifferent to the man in the street over here. He discusses the validity of the Declaration of Independence, which probably not one in every ten thousand electors in these islands has ever read. And there are doubtless ten thousand among us who have heard of that document for every one who has heard of the Oregon System and Mr. U'Ren, from which and whom the President drew an illustration quite familiar to his hearers. But while it is true that this book must have a more personal interest for American readers, there is both instruction and entertainment in it for ourselves. Whatever his subject, one who thinks and feels, and expresses his thoughts and feelings in live phrases, as man to man, will engage the attention of quick intelligences anywhere. "Some citizens of this country have never got beyond the Declaration of Independence signed in Philadelphia, July 4th, 1776," Dr. Woodrow Wilson remarks on one page. "Their bosoms swell against George III., but they have no consciousness of the war for freedom that is going on to-day." It is not only citizens with their political capital in Washington whose bosoms swell with liberal sentiments that are merely historical. Nor does the war for freedom vary much in principle all over the world, however divergent are the phases of the fight in one corner and another. Consequently, when the President of the United States claims this book to be "an attempt to express the new spirit of our politics," readers in any country can adopt the "our," and his "large terms" will stick in their imaginations, just as if it were their national and political life he discussed with a view to restoring to it self-respect and a pristine vigour. The general question is the same everywhere. The particular aspects of it he tackles being different from those which obsess ourselves, we are the more free to enjoy the refreshing sight of a politician on a party platform directing his appeal straight to reason.

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THE FALL OF "THE MOST STRONGLY FORTIFIED PLACE IN THE BALKANS": TAKING ADRIANOPLE.

DRAWN BY H. W. KOECKOEK FROM A SKETCH BY LIONEL JAMES.



"THE BAYONET! THE BAYONET!" THE 10TH BULGARIAN REGIMENT RUSHING FORT AIYORLU THROUGH CUT WIRE ENTANGLEMENTS, AND THE 22ND REGIMENT RUSHING FORT AIVAS BABA IN THE SAME MANNER, DURING THE FINAL AND SUCCESSFUL ASSAULT ON THE ADRIANOPLE POSITIONS.

On the left of the drawing, the 10th Bulgarian Regiment, of some three thousand men, is seen rushing Fort Aiyorlu at daybreak, making its way through a space cut for the purpose by night in the Turkish wire entanglements. On the right-hand side is the 22nd Bulgarian Regiment rushing Fort Aivas Baba in similar fashion. The main position, Turkish eastern defences at Adrianople, is shown as seen from Mal Tépé, the Turkish advanced work which the Bulgarians captured

first. On his sketch, Mr. Lionel James writes: "Having stolen ground up to within five hundred metres of the Turkish main position during the day, during the night wire-cutters cut passages through the wire entanglements in front of the Forts Aivas Baba and Aiyorlu. Then, at dawn, these two points were assaulted by six thousand infantry. With shouts of 'The bayonet!' the two columns raced up the gentle slope of the glacis and Adrianople was won."



BY G. K. CHESTERTON.

I HAVE considerable respect and sympathy for the High Tory, especially if he was hanged—as were some of the few honest men in Great Britain about the year 1745. And I have a respect for the little that remains still of such an attitude—an attitude that does not pretend to believe in democracy, as I do, but does believe in a certain national solidarity, under a paternal and patriotic monarchy, and distinctions that are arbitrary but not ignominious. But I have always had a corresponding contempt for what may emphatically be called the Low Tory; who despises Mr. Keir Hardie for wearing a cloth cap, and who says, "Shoot 'em down!" at any manifestation of public opinion from persons with less than three hundred a year. Now of this miserable specimen there used to be no more native mark than a perpetual grumbling at the rates and tricking of the income-tax; a grudging of money to municipal enterprise; and, above all, an amazing, ostentatious stinginess, as in the case of the landlords who went about bragging of the money they were not giving to the poor. In my simple republican soul, I could never understand how such naked lack of public spirit was consistent either with the aristocratic theory of a gentleman or the democratic theory of a citizen.

But we live in a very strange time, of which the main mark is that things are being altered and perverted so rapidly that what was the worst abuse yesterday is a comparatively mild anomaly to-day. I gave an instance of it last week, in the proposed reform of the House of Lords. As long as the worst thing about the Peerage was that it was hereditary, I should be, and was, on the Radical side of the quarrel. But the worst thing about the Peerage now is that it is frankly commercial; and I fear that being on the Radical side just now would not help me to alter that. Somewhat in the same way, the ignorant discontent of the rich against things like taxation begins to have a sort of shadowy excuse, not through any particular change of their own benighted intellects for the better, but by the extraordinary change in the science of taxation for the worse. A man who has always regarded himself as a Coriolanus hardening his heart against the sentimentalism of the Poor Rates finds himself in his old age a kind of Tribune of the People against the tyranny of the Insurance Act. Just as illiterate democracy is sometimes right by instinct as compared with poisonous and effete aristocrats, so even illiterate plutocracy can sometimes be right by instinct as compared with mere political monomaniacs and fidgety prigs. The old Tory grumbler was like a stopped clock that is right once a day—and he is not so far wrong at this moment.

The recent official policy in the matter of the income-tax is a very interesting example of the rather

strange trend of our social experiments. I may remark that I have no earthly objection to paying the income-tax myself, so that this is a mere dispassionate note upon sociology. But our social reformers to-day have everywhere the same attitude, both rightly and wrongly. It is marked by a readiness to grant favours or conveniences to the citizen if he will give up some part of his old independence or isolation as a citizen. The great instance, of course, is the Insurance Act, by which the State professes to smooth and strengthen his protection against certain evils if he will surrender his right to use the money to protect him from other evils. But the same principle can be observed in the

fact—that he went to earn it in a motor-car. I do not discuss here whether the change is good or bad; I only say that an honest man who confesses all his windfalls and claims all his exemptions has provided the Government with something like a small volume of autobiography.

In fact, it would be rather fun to treat it like that. A man who really resented the income-tax (which I do not) might amuse himself, not by giving short, evasive answers, as such malcontents do, but by giving true but interminably long answers. There is always a complication of purely personal reasons

why this or that is convenient to a man in his trade. A pony-cart or a telephone might be made the subject-matter of pages of rich prose. In my own trade, in particular, there are real difficulties in deciding what is and is not necessary to a purely professional activity. Let all these difficulties be set out, *pro* and *con*, in a document of somewhat the weight and length of the manuscript of a three-volume novel. It is certain that, except for certain circumstances, there might be a worse article, or an unsaleable article, or no article. Let all those circumstances be set down with a literary and lavish hand. I like to think of the face of an Income-Tax Commissioner, as he opens an appeal against the assessment, and reads some item like this: "Five shillings for hansom-cab driving the necessary number of times round Barnes Common. This item may surprise the Commissioners, and, indeed, it is impossible that they should realise how indispensable it was for literary industry, unless they realise the atmosphere of the occasion. The sun had just set, or rather, had just vanished—for a low hedge of soft-hued but heavy clouds completed and, as it were, fortified the horizon; the air, though not without a certain still coolness, seemed to call aloud for some more exhilarant, etc., etc." It would go on for some pages, and prove triumphantly that the result had been an article sold for three guineas instead of two. If the official turned with some impatience to another item, it would be "Fare to Tunbridge Wells. It is here necessary to explain that I was in love at the time, and had a chance of marrying, if I could satisfy the Editor of the *New Nonconformist* with



Photo. Illus. Bureau.

DRAPED WITH THE FLAGS OF GREECE AND DENMARK, AND BEARING THE DEAD MONARCH'S CROWN AND SERVICE KÉPI, THE COFFIN OF THE MURDERED KING OF THE HELLENES ON A GUN-CARRIAGE OUTSIDE THE CATHEDRAL AT ATHENS.

The coffin containing the body of the late King of the Hellenes, which had been brought by the royal yacht "Amphitrite" from Salonika to the Piræus, and thence by train to Athens, was on arrival there (on March 27) placed on a gun-carriage, and conveyed to the cathedral, where it lay in state until the funeral service on April 2. Over the coffin were draped the flags of Greece and Denmark, and on the top were placed the dead monarch's crown and service képi, which can be clearly seen in the photograph. Behind the coffin, at the left-hand end, are standing King Constantine and his mother, the widowed Queen Olga. The gun-carriage was drawn by forty-four seamen. After the service, on April 2 the coffin, still bearing the flags, crown, and képi, was placed by six Princes on the gun-carriage and drawn by sailors to the Larissa station. It was taken by train to Dekeleia, and thence by motor-car to the royal park at Tatol, where the actual interment took place in the afternoon of the same day, in the mausoleum which the late King had himself built.

income-tax. It is true, as everyone is saying, that the official inquiry is far more stringent and irritating than it was; but it is not quite fair to state that fact alone. If the system of inquisition is carried very far, it is also true that the system of exemptions is carried very far also. What is increased both by inquisition and exemption is the official's knowledge of the citizen's private affairs. The modern tax-gatherers ask for so much because of the private fact that a surgeon got a very big fee. But they are willing to give part of it back for the sake of another private

an article on 'Passion versus Platonic Love.' I was not deceived in my expectation that a renewed glimpse of Aglavaine would raise my literary powers to the highest purchasing point. By a contrast, which in any other woman might have seemed bizarre, her hair and eyes. . . ." And so on, and so on.

I fancy those who are really in revolt against the Income-Tax Commissioners might cause them quite a lot of annoyance in that way. But I shall not join them, having other revolutions on hand.

ADRIANOPLE'S FALL: BROKEN WIRE; TORN EARTH; AND A VICTOR.

PHOTOGRAPHS BY LUIGI BARZINI; REPRODUCED BY COURTESY OF THE "CORRIERE DELLA SERA."

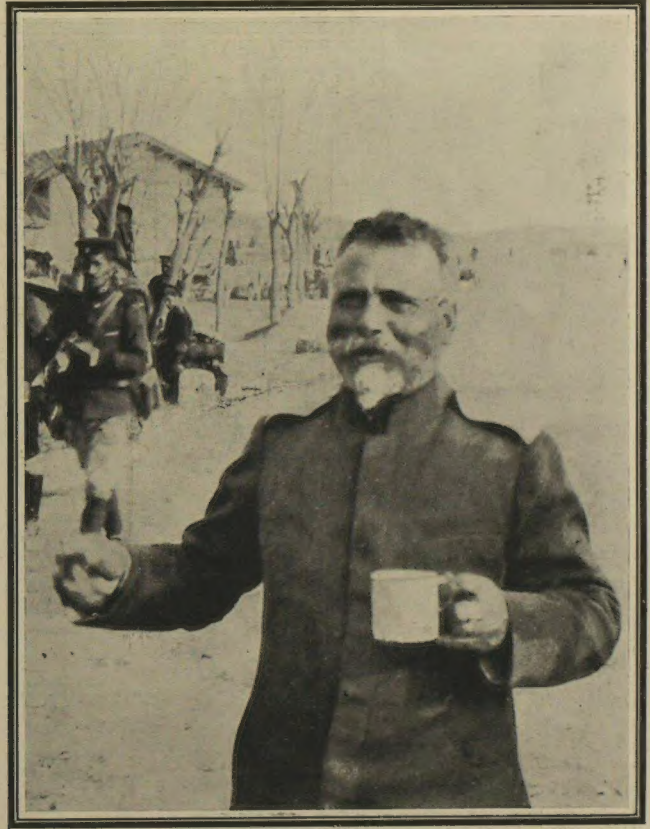


BROKEN DOWN BY SHELLS AND WITH POSTS UPROOTED: STRICKEN WIRE ENTANGLEMENTS—PART OF THE DEFENCES OF ADRIANOPLE.



BROKEN UP BY THE BULGARIAN FIRE: EARTH TORN UP BY SHELLS ON THE SUMMIT OF AIVAS BABA.

Adrianople fell to the enemy in March after having been beleaguered—with a respite from hostilities during the armistice—since October of the previous year; to be precise, it withstood a siege of 153 days—nine days more than did Plevna. The "Times" correspondent, getting information from civilians after the fall of the city, said the other day that the actual discomfort in the place was astonishingly small during the first two months of the investment, excepting on the days of bombardment



THE LEADER WHO TOOK THE EAST SECTOR BY STORM
THE BULGARIAN GENERAL OF DIVISION VAZOFF.

from November 22 to December 3. After the surrender the city began to regain its normal aspect with singular rapidity. "The troops left to garrison the town," said the same correspondent, "are now engaged in such domestic duties as patching their garments, and it is curious to see soldiers who a week ago were engaged in bloodiest combat—the escarpment up which the Bulgarians charged was almost a miniature Gibraltar, and should have been practically inaccessible—to-day darning socks.

TOLL PAID TO THE GOD OF WAR: DEAD IN ADRIANOPLE'S TRENCHES.

PHOTOGRAPHS BY LUIGI BARZINI; REPRODUCED BY COURTESY OF "CORRIERE DELLA SERA."



AFTER THE STORMING OF ONE OF THE PROTECTING POSITIONS OF ADRIANOPLE: DEAD IN A TRENCH AT AIVAS BABA FORT.



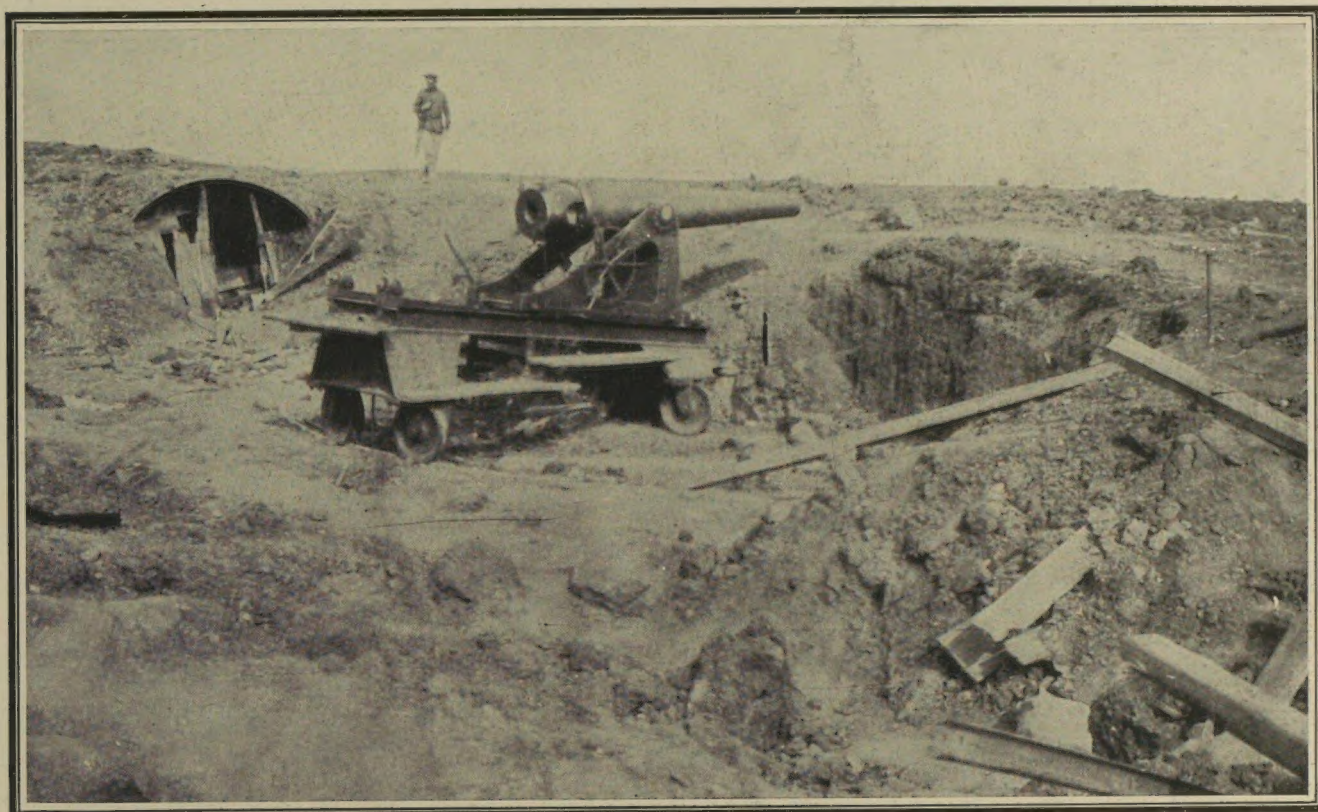
FALLEN DURING THE FINAL FIGHTING AT ADRIANOPLE: DEAD IN ONE OF THE TRENCHES OUTSIDE THE CITY.

Such photographs as those here given are a curiously interesting comment upon the formal announcement of the fall of Adrianople as made by the Bulgarian Premier, who said: "The Bulgarian soldier, united with his Servian brethren, has traced with his blood a glorious page in Balkan history, and has marked a memorable date in the history of the world. Adrianople, the second capital of Turkey and the most

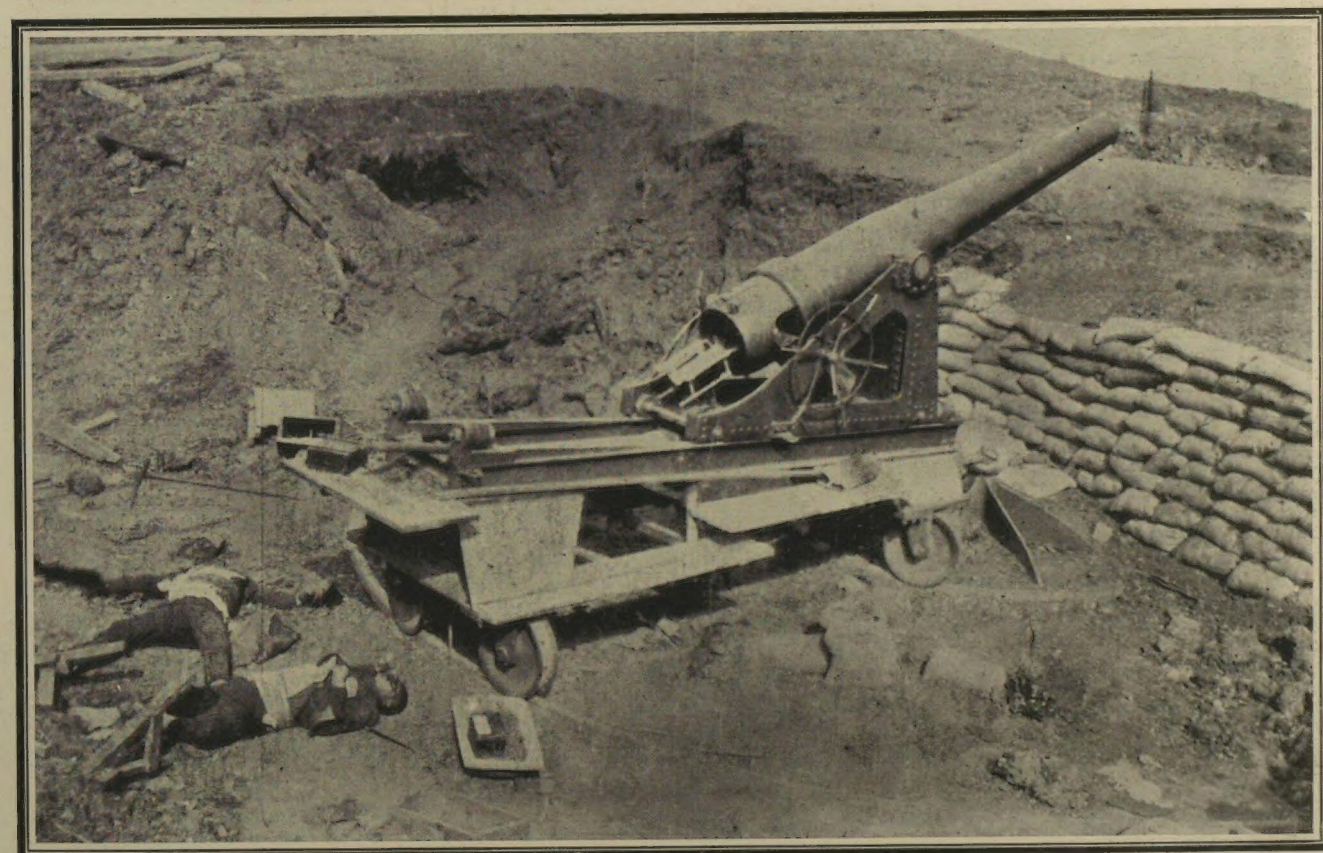
strongly fortified place in the Balkans, fell yesterday, and the legend that Bulgarian troops, though excellent in the open field, would be powerless before fortresses, has been shattered. Yesterday's victory fills the Bulgarian nation with sincere joy, but her grief for the heroes fallen on the field of battle is deep." M. Gueshoff asked the Deputies to show homage to the dead by bowing in reverence before their graves.

THE DESTROYERS: BIG GUNS AT ADRIANOPLE AFTER THE CITY'S FALL.

PHOTOGRAPHS BY LUIGI BARZINI; REPRODUCED BY COURTESY OF THE "CORRIERE DELLA SERA."



SHOWING THE DAMAGE WROUGHT IN THE POSITION BY SHELLS: A BIG GUN AT ADRIANOPLE AFTER THE CITY'S FALL.



FIERCELY ATTACKED DURING THE FINAL ASSAULT ON FORT AIVAS BABA—A GUN, PROTECTED BY SAND-BAGS AND WITH DEAD ABOUT IT.

Though the shells burst over the Turkish batteries in awe-inspiring manner, the gunners remained in their places, true to the best traditions of the Ottoman Army. At the beginning of the assault the Bulgarians concentrated their gun-fire against the protecting positions of Kayalik and Aivas Baba. With regard to the cost of the

taking of the city, it is estimated that in the fighting which led directly to the surrender, the Bulgarian casualties were fourteen thousand, and the Servian four to five thousand. The first Bulgarian regiments engaged in the attack lost fifty per cent. of their number by death or wounds.



PORTRAITS AND PERSONAL NOTES.

VISCOUNT
WOLMER, M.P.,
Who is to Intro-
duce a Bill enabling
Women to Practise as
Lawyers. (Photo. Lafayette, Dublin.)

THE LATE
SIR W. BELL,
A well-known
Tariff Reformer
and ex-L.C.C. Alder-
man. (Photo. Kate Fagnell.)

THE LATE PROFESSOR E. DOWDEN,
The Eminent Critic and Litterateur.

THE LATE EARL OF BELMORE,
The Senior Representative Irish Peer.

1893 the senior among them. He succeeded to the title at the age of ten in 1845. In 1866-7 he was Under-Secretary to the Home Department, and from 1868 to 1872 was Governor of New South Wales. He married a niece of Mr. Gladstone, and is succeeded by his eldest son, Viscount Corry.

In spite of militancy, woman's cause still has its political champions, in the House and elsewhere. Lord Wolmer, it was said, would re-introduce his Bill enabling women to practise as barristers, solicitors, and Parliamentary agents. He is the eldest son of the Earl of Selborne, and is Unionist Member for the Newton Division of Lancashire.

Political animosities disappear in a time of private grief, and opponents as well as partisans will sympathise with Sir Edward Carson in the loss of his wife. She was a daughter of Mr. H. Perse Kirwan, formerly of Tristram Lodge, County Galway. Her marriage to Sir Edward took place in 1879, and she had two sons and two daughters.

Portuguese Royalist prisoners have evoked the sympathy of Adeline Duchess of Bedford (widow of the tenth Duke), by whose courtesy we give the interesting group on this page. The Duchess has recently visited some of the gaols where the prisoners are incarcerated, and has made a protest about their condition. Among the prisoners she saw were a Professor of Lisbon University, a Canon of the Cathedral, and a Count, who, she says, was arrested for placing small Royalist flags before his guests at dinner at his country house.

died, was the oldest London Magistrate. An Oxford man, he was called to the Bar in 1860, and from 1868 to 1879 was Recorder of Maidstone. Then he became a Metropolitan Magistrate, and was at the Greenwich Court for eighteen years, moving to Westminster in 1897 and to Bow Street in 1899. On the Bench he showed inexhaustible patience and unflinching courtesy to all who came before him.

capture of Palmer and Charrington murderers."

Sir William Bell, who was well known in political circles as a supporter of Tariff Reform, was for some years an Alderman of the London County Council, and was formerly Vice-Chairman of the County Council of Ross-shire. He was a member of the King's Bodyguard for Scotland. His knighthood was bestowed in 1892.

Professor Dowden survived the strictures of Matthew Arnold on the passages relating to Shelley's first wife in his "Life of Shelley." That work appeared in 1886, when he had already published his memorable volumes on Shakespeare, and his "Studies in Literature." The Professor wrote many other books, among them "A History of French Literature," and volumes on Browning and Montaigne. He had held the Chair of English Literature at Dublin since 1867.

M. Jean Constans, the French statesman, who has just died in Paris, in his eightieth year, will live in history as the man who broke the Boulangist movement. It was in 1889 that General Boulanger's agitation was at its height, and in that year M. Constans became Minister of the Interior in the Tirard Administration. He held the office until 1892, the year after General Boulanger's dramatic suicide. From 1898 to 1909 M. Constans was French Ambassador at Constantinople.

Lord Llandaff's peerage has died with him, for he was unmarried, and there was no heir. He was the only son of the Hon. Henry Matthews, Puisne Justice of Ceylon, where he was born in 1826. He was called to the Bar in 1850, and entered Parliament in 1868 as Conservative Member for Dungan-



THE LATE LADY CARSON,
Wife of Sir Edward Carson, the Irish
Unionist Leader.



VICE-ADMIRAL CECIL BURNET,
Commander of the International Naval Squadron off Montenegro.

Active service of a somewhat unusual order is not an altogether new experience to Vice-Admiral Cecil Burnet, to whose lot it fell to command the combined fleet of the Powers in the naval demonstration

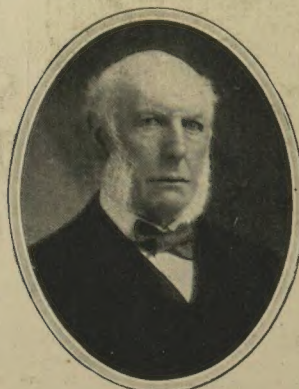


PORTUGUESE ROYALIST PRISONERS WHO HAVE WON THE SYMPATHY OF AN ENGLISH PEERESS;
A GROUP AT THE LIMOEIRO PRISON, RECENTLY VISITED BY ADELIN DUCHESS OF BEDFORD.

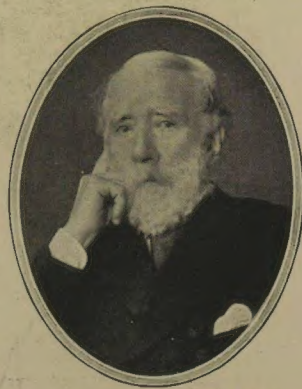
After Sir Albert de Rutzen, the late Mr. Marsham, who was in his eightieth year when he

off Montenegro. In the Admiral's record of active service we read that he was Lieutenant of the *Carysfort* in the Egyptian War of 1882, was in charge of a Gatling gun at Mahuta and Kassassin, also during the operations near Suakin in 1884, and that he accompanied Sir Charles Warren into the desert for

van. Later he represented East Birmingham, and was Home Secretary from 1886 to 1892.



THE LATE MR. R. H. B. MARSHAM,
The well-known Bow Street
Magistrate.



THE LATE VISCOUNT LLANDAFF,
Who, as Mr. Henry Matthews, was Home
Secretary from 1886 to 1892.

VICTORS AT THE FUNERAL OF A KING KILLED IN THE HOUR OF TRIUMPH.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



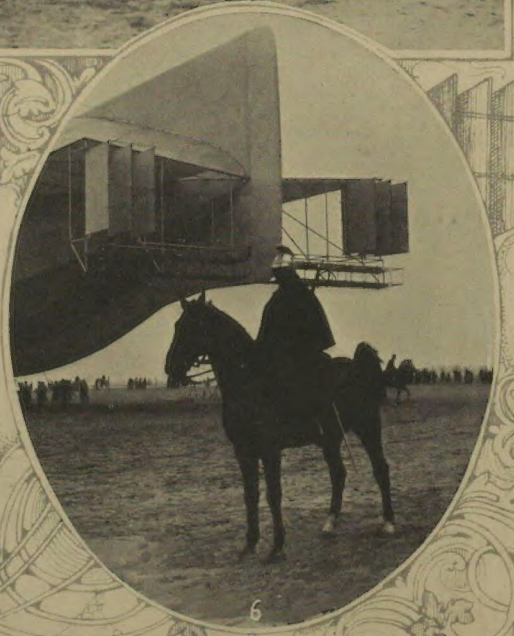
AT THE HEAD OF THE FUNERAL PROCESSION OF THE MURDERED KING OF THE HELLENES: GREEK SOLDIERS, SUCCESSFUL AT YANINA, ON SAD DUTY IN ATHENS.

As we note in this issue, under an illustration showing the arrival of the body of the murdered King of the Hellenes in Athens, the funeral of the royal remains took place on April 2, when, after service in the Cathedral, the body was taken to the railway station, whence it was removed to the royal burial-place at Tatoi for interment in the mausoleum built by the late King many years ago. War-worn troops, in their greenish khaki campaign-kit, headed the procession through the streets, appropriately

enough; for the moment before his tragic death in Salonika, King George, referring to the successes of his soldiers, more especially at Yanina, and to the fact that on the morrow a German Dreadnought was to honour him in Salonika, said: "That fills me with happiness and content"; and it is certain that the Greek triumphs in the war, and particularly the part played by the new King, Constantine, as Commander-in-Chief, have done much to strengthen the Greek Throne.

ILL WIND BLOWS FRANCE GOOD: SECRETS OF THE GERMAN "Z 4" REVEALED.

PHOTOGRAPHS BY DELIUS, TOPICAL, ROI, AND SPORT AND GENERAL.



1. SECURING PERMANENT RECORD FOR FRANCE OF GERMANY'S NEWEST MILITARY DIRIGIBLE: A FRENCH SOLDIER PHOTOGRAPHING THE "Z 4."
2. BENT ON GETTING THE FULLEST POSSIBLE KNOWLEDGE OF GERMANY'S BEST DIRIGIBLE: FRENCH OFFICERS BOARDING THE "Z 4" AT LUNÉVILLE.
3. DURING THE FRENCH INVESTIGATION: GENERAL HIRSCHAUER, OF FRANCE, TALKING TO THE OFFICER COMMANDING AT LUNÉVILLE—A NOTE-TAKER ON THE LEFT.

4. OFFICERS OF THE GERMAN MILITARY AIR-SHIP WHICH FELL INTO FRENCH HANDS AT LUNÉVILLE: CAPTAIN GEORGE, CAPTAIN GLUND, AND LIEUTENANT JACOBI.
5. DURING THE TWENTY-FOUR HOURS' DETENTION OF THE AIR-SHIP ON FRENCH SOIL: SOLDIERS GUARDING THE GERMAN DIRIGIBLE ON LUNÉVILLE PARADE-GROUND.
6. AFTER THE "Z 4'S" INVOLUNTARY AND UNFORTUNATE DESCENT WITH HER SECRETS ON TO LUNÉVILLE PARADE-GROUND: THE GERMAN DIRIGIBLE IN FRENCH HANDS.

It is very evident that when the newest German military dirigible, "Z 4," made an involuntary descent at Lunéville, the French authorities did not hesitate to possess themselves of that air-ship's jealously guarded secrets. To quote the "Times'" description of the "Z 4," which was minutely examined by General Hirschauer and other French military and aeronautical experts, together with the engineers of the Lebaudy and Clement-Bayard French air-ship firms: "'Z 4' reproduces the main features of the Zeppelin type, but the internal arrangements of the car appear to be unusually complete.

The interior of the vessel is reached by a small aluminium ladder leading from the car. The frame of the vessel is supported from the inside by a bewildering maze of slender aluminium girders and stays, and in the roof hang gas-bags. In the aluminium corridor, running the whole length of the hull, are stored tools, cables, ropes, and spare parts, and opening off from it are the captain's cabin, with navigation instruments, a well-equipped photographic dark-room, a wireless-telegraphy cabin, and a lavatory. All the wires for the communication of orders from the car under the bows to the car

[Continued opposite.

THE SHEARING OF A GERMAN SAMSON! THE "Z 4" POWERLESS IN FRANCE.

PHOTOGRAPH BY SPORT AND GENERAL.



KEENLY INTERESTED IN THEIR COUNTRY'S TREASURE-TROVE: FRENCH SOLDIERS EXAMINING THE GERMAN DIRIGIBLE "Z 4" DURING HER DETENTION AT LUNÉVILLE.

Continued.

astern run through this corridor. The two cars below the hull are fitted for quick-firing guns, and on the very top of the body of the air-ship there is a platform, surrounded by netting measuring twelve square feet, which is evidently intended for a quick-firer or some special type of gun. No gun, ammunition, or any form of bomb-throwing apparatus was found on board. Some of the spectators had at first taken three of the silencers round the motors, which in shape resemble howitzers, for bomb-throwing machinery. All that can be said is that the air-ship was constructed for

carrying guns, both in the car and on the platform above it." The German authorities have thanked the French for the courtesies extended to the airmen of the "Z 4." The officers aboard the "Z 4" were Captain Glund, of the Zeppelin Company; Captain Fritz George, of the Berlin Experimental Aeronautical Section; First Lieutenant Felix Jacobi, of the Aeronautical Division of Metz; and First Lieutenant Johann Brandeis, of the Berlin Aeronautical Section. The last three were on board as members of a commission to ascertain the capabilities of the air-ship before its purchase for the German Army.

FISHING FOR THE ENEMY: HOOKED BOMBS FOR CATCHING DIRIGIBLES.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



1. COLONEL CODY'S PLAN FOR DESTROYING DIRIGIBLES WITH GRAPNEL-BOMBS: FISHING FOR AN AIR-SHIP FROM AN AEROPLANE.

Colonel S. F. Cody, that famous airman who has achieved so much with his "Cathedral" biplane and other air-craft, has invented what may be called hooked bombs for use against dirigible balloons. He calls his plan "fishing for the enemy," and his idea is to fly his aeroplane until it is one or two thousand feet above the enemy's dirigible, and then let down a line having at its end a grapnel-bomb of his own invention, so that the hooks of this will catch the envelope of the balloon. The "catch" having been made, the grapnel and bomb will be released from the line by the pull of the aeroplane, and will be left sticking in the balloon's fabric. At the same moment the

2. A DIRIGIBLE HOOKED: THE BOMB FIRING THE ENVELOPE ON ITS RELEASE FROM THE LINE LET DOWN BY THE AEROPLANE.

bomb will fire, and flames will shoot in six directions at once, each to a distance of about eight feet. After this the bomb will distribute pieces of flaming tow, or other material. The cable will be manipulated by a lever (worked with either foot), which will act on a drum geared to the motor by a friction-clutch. The line, which will be of piano-wire, will be five thousand feet in length, and will be wound in very quickly after the explosive hook has been left behind; it will be possible, of course, to rehook it many times. Colonel Cody argues that it would be most difficult for a Zeppelin to hit such an aeroplane with its guns; owing to the aeroplane's height and speed.

ARTILLERY IN THE AIR: A GUN-POSITION ON THE GERMAN "Z 4."

PHOTOGRAPH BY RECORD PRESS.



SHOWING THE PLATFORM, EVIDENTLY INTENDED FOR A QUICK-FIRER, OR SOME SPECIAL TYPE OF GUN, ON THE TOP OF HER BODY:

A SECTION OF THE ZEPPELIN "Z 4," THE LATEST WORD IN AIR-SHIP DESIGN, WHICH FELL INTO FRENCH HANDS.

A remarkable feature of the German military dirigible balloon, "Z 4," is a platform on the very top of her body. To quote a "Times" description of the air-ship: "The two cars below the hull are fitted for quick-firing guns, and on the very top of the body of the air-ship there is a platform, surrounded by netting measuring twelve square feet, which is evidently intended for a quick-firer or some special type of gun. No gun,

ammunition, or any form of bomb-throwing apparatus, was found on board. Some of the spectators had at first taken three of the silencers round the motors, which in shape resemble howitzers, for bomb-throwing machinery. All that can be said is that the air-ship was constructed for carrying guns, both in the car and on the platform above it." The photograph was taken at Friedrichshafen.

LA SILHOUETTE À LA MODE: FASHION'S NEWEST LINES.



PROBABLY INSPIRED BY A TANAGRA STATUETTE: THE "DRAWN-UP" EFFECT OF THE DRESS OF 1913.

A noticeable feature in the dress of the Greek women was that the lines of the draperies were drawn up in front and low at the back, as a reference to the charming Tanagra statuettes will show; and it is probable that it is to this characteristic of classic costume that the rulers of the ateliers owe the idea which is to have the prevailing influence on the fashions of the coming season. It will be observed in this

group of dainty silhouettes that many examples are shown of dresses in which the new movement of the lines being higher in the front than at the back is carried out to the greatest advantage. Where a sash is worn it is swathed low over the hips at the back and carried above the waist in front, the drawn-up effect of the whole figure being accentuated by the draperies on the skirt which take the same angle.

TORN INTO SHREDS BY A TORNADO: WIND - WRECKED OMAHA.

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WHERE SEVENTY-FIVE PEOPLE ARE REPORTED TO HAVE PERISHED; DAMAGE IN THE RESIDENTIAL SECTION OF OMAHA.



IN THE HEART OF THE DEVASTATED DISTRICT: HOMELESS PEOPLE VIEWING THE RUINS AT 24TH AND CUMMINGS STREETS.



WITH A NATIONAL GUARDSMAN ON DUTY BESIDE IT: A MOTOR-CAR, CAUGHT OUT OF DOORS BY THE STORM, TURNED ON ITS SIDE.



SHOWING A CAR IN WHICH NINETEEN LOST THEIR LIVES: FARNAM STREET DEVASTATED BY THE TORNADO.



WRECKED BY THE WIND: THE SACRED HEART CONVENT AFTER THE TORNADO.



IN A DISTRICT IN WHICH FORTY WERE KILLED: A STREET-CORNER SCENE IN OMAHA.

The recent tornado in the United States, particularly in the Middle West, did enormous damage and caused very considerable loss of life. The earlier reports, as might have been expected, were somewhat exaggerated, but that the storm was really remarkably serious such photographs as these, taken in Omaha, bear only too eloquent witness. Rescue and relief work began at once. At the same time floods devastated many parts,

notably Southern Ohio, and a good deal of Indiana, as well as, to a lesser extent, Illinois, Pennsylvania, and Missouri. With regard to photograph No. 6, it should be said that in the foreground are the remains of Idlewild Hall: fifteen bodies had been removed from these when the photograph was taken. The precise site is at a street corner, which is a tramway-car junction, in the poorer district of Omaha.

SPLIT INTO THEIR PARTS: MOVEMENTS ANALYSED BY THE CAMERA.



ON our "Science Jottings" page, on this page, and on another page of this issue, we illustrate in especially full fashion some of the particularly interesting results yielded by the Marey apparatus for analysing movements. Such a splitting-up of motions, it seems almost superfluous to point out, is of very considerable value, quite apart from the interest it provides for the merely curious. The man of science comparing the human animal with others; the doctor studying the human body; the anatomist; the artist who works from the life, all cannot fail to give thanks to the inventor of a device which enables the human eye to see details it is impossible for it to see in the ordinary way. A movement is visualized by man, as it were, roughly; for the simple reason that images are retained for an appreciable time

on the retina, and so, under our conditions of vision, merge into one another and make a whole as we know it, just as the separate images in the old zoetrope blended when the wheel was turned with sufficient speed. The same fact is the basis of the moving-picture, in which image merging into image gives the impression of continuous movement; but the moving picture cannot be said to analyse movement really to any great extent, unless the pictures be shown very slowly. The Marey apparatus permits the taking of moving-pictures slowly and on a single plate, so that the movements, instead of being photographed so many times in a second that when they are shown on very rapid succession on a screen they appear as they do to the human eye in the ordinary way, are photographed at a so

1. A MAN RACING.

2. A BACK SOMERSAULT FROM THE VAULTING-HORSE.

3. A MAN MARCHING, CARRYING A WEIGHT.

Continued.

much lower rate of speed that they divide a given movement—such as a jump over the vaulting-horse—into, say, half-a-dozen parts. The results, as our illustrations bear eloquent witness, are of very special value, and this is not lessened by the reminder

4. A FENCER PUTTING HIMSELF ON GUARD.

5. A FENCER LUNGING AND TOUCHING.

6. A MAN SWINGING HIS ARMS.

7. & 8. A MAN MAKING A SERIES OF JUMPS.

9. A MAN, WITH KNAPSACK AND RIFLE, MARCHING.

10. A MAN TAKING A LONG JUMP, WITH FEET TOGETHER.

that, of course, each photograph shows but one person. All the photographs were taken at the French Military School at Joinville, an institution directed by Lieutenant-Colonel Boblet. There the course includes "educative gymnastics," practised by all and designed

(Continued opposite.)

THE ANALYSIS OF MOVEMENTS: REMARKABLE CHRONOPHOTOGRAPHS.



1. A MAN BEGINNING TO RUN.
2. A MAN STARTING ON A SPRINT.

3. A MAN CEASING TO RUN.
4. A MAN LEAPING A VAULTING-HORSE.
7. A MAN VAULTING.

5. A MAN JUMPING.
6. A MAN MAKING A SWEDISH JUMP.

Continued.
to benefit the general health, and to ensure suppleness and a well-balanced development of the body; "applied gymnastics," consisting of military and sporting exercises, practised by all the service men and by certain of the men of the auxiliary service, and

including training in the art of campaigning and particularly in conserving the strength by the best, most economical use of energy; and "selected gymnastics," consisting of exercises specially devised, and of certain sports calculated to develop coolness in action.

SCIENCE AND NATURAL HISTORY



SCIENCE JOTTINGS.

THE SLAUGHTER OF THE INNOCENTS.

THAT the chances of death in tropical countries are really greater than in some more temperate regions is by no means so certain as is commonly supposed. In so far as Europeans are concerned, they are at a decided disadvantage in the matter of endemic diseases, because they have not lived there long enough to acquire even a relative immunity. The "sleeping sickness" of Africa affords a case in point, and one of a particularly striking



PHOTOGRAPHED ON A SINGLE PLATE BY MEANS OF PROFESSOR MAREY'S APPARATUS: A MAN TAKING A JUMP OVER A VAULTING HORSE.



has undoubtedly been found, and, to a limited extent, acts as reservoir. And the parasite is of a species hitherto not met with, but is closely related; is a sub-species, in fact, of *Trypanosoma gambiense*.

Furthermore, it is carried by a tsetse fly hitherto unknown as a carrier of sleeping sickness. This is the *Glossina morsitans*; its near relative, *Glossina palpalis*, till recently was alone supposed to be the infective agent. Some, at any rate, of the medical students of the disease regard the slaughter of the game, on the facts which have come to

suddenly appeared, and is spreading. The facts do not justify these statements. New factors, however, enter into this latest call to hasty repressive measures. Hitherto the parasite of sleeping sickness has never been found in a wild animal men, civilised and savage, have been the only reservoirs; but in



ANALYSED BY A SPECIAL CAMERA: A GYMNAST RUNNING

character. This dread disease a few years ago came up, like a ravening wolf, from the West Coast of Africa into Uganda, and there, in the space of a few months, slew its thousands. In due course the source of the disease was traced to the tsetse fly, known as *Glossina palpalis*, which injected into the blood of its victims a minute animal parasite, *Trypanosoma gambiense*. So soon as the broad facts as to the source and nature of the infection were grasped, a demand was made for the extermination of Africa's greatest charm and glory—her big game. And this because it was contended that big game furnished the fly, in the absence of natives, with food, and that therefore the extermination of the game would lead to the inevitable extinction of the fly. Happily, this hideous crime was prevented. And it was soon found that it would have been a futile measure, for tsetse flies were found to thrive where no game existed; and it was further found that the natural reservoirs of the disease were the natives themselves. Later study has shown that the supposed unwonted virulence of the disease in East Africa was not due to more favourable conditions of existence in the new area invaded by the parasite, but to the fact that the disease was new to the native population. They succumbed, as native populations in other parts of the world have done, to measles and small-pox. But, sooner or later, the most susceptible are killed off, and the ravages of the disease are checked, not, as is supposed, because it has lost something of its potency, but because the more susceptible have died.

But the demand for the slaughter of the antelopes and other of the large animals included under the term "big game," has just been raised again. And this time from Rhodesia, where we are assured sleeping sickness has



DIVIDED INTO THREE STAGES BY PHOTOGRAPHY: A DOWNWARD JUMP.

various species of Rhodesian antelopes—which are the same as in Uganda, for instance—the parasite



ANALYSED BY A SPECIAL CAMERA: A MAN WALKING.

light, as imperative. But others, who have an equal right to be heard, for they have a no less intimate first-hand acquaintance with the subject—like Professor Minchin, for example—are strongly opposed to any such drastic measures. They point out that the task, to begin with, is practically impossible, and, even if it could be accomplished, the end aimed at would not be achieved. And this because there must be other reservoirs among native animals than "big game." The parasite has already been found in a dog and in a hyena; and, further, domesticated cattle, and man himself, would continue to form far more effective reservoirs and centres of infection. The disease is certainly endemic in Rhodesia, and is certainly not spreading. Many of the deaths in the past attributed to "fevers" were probably due to "trypanosomiasis" or "sleeping sickness," and deaths from "fevers" are no more frequent than heretofore. The medical profession must discover a means of killing the parasite; their present proposal is as horrible as it is futile. Before long we venture to predict *Trypanosoma rhodesiense*, the so-called "new" form of sleeping-sickness parasite, will be found in the blood or glands of baboons, and also of many of the smaller native animals, such as frequent the haunts of the fly which acts as the distributing agent. And hence, with the death of the last of the antelopes, and the destruction of the most remarkable and most beautiful of living animals to-day, we should discover, too late, that the work of slaughter must be carried still further, till, by the extermination of every living thing, not excluding man himself, the region had been made a barren waste. Not till then would *Trypanosoma rhodesiense* give up the ghost, and then because its host, *Glossina morsitans*, had at last become starved out. — W. P. PYCRAFT.



EACH MOVEMENT SHOWN ON ONE PHOTOGRAPHIC PLATE: A MAN JUMPING.

SPLIT INTO COMPONENT PARTS BY A CAMERA: MOVEMENTS ANALYSED BY PHOTOGRAPHY.

Chronophotography, which analyses movements, is practically a slow cinematography; but the component parts of the movement chosen are shown on one plate, instead of on a series. Other illustrations dealing with the subject will be found in this issue.



TO BE THE HOST OF THE KING AND QUEEN FOR THE MARRIAGE OF HIS ONLY DAUGHTER: THE GERMAN EMPEROR.
Photograph by Buder.



WITH HIS SIX SONS: THE GERMAN EMPEROR ON NEW YEAR'S DAY.
Photograph by Photochemie



TO BE THE HOSTESS OF THE KING AND QUEEN FOR THE MARRIAGE OF HER ONLY DAUGHTER: THE GERMAN EMPRESS
Photograph

THE ROYAL VISIT TO BERLIN.

THERE are many ties between Great Britain and Germany—social, commercial, regal. Such, however, is latter-day civilisation that there are ever some to point warning, nervous fingers at what they believe to be dangerously weak links in the chain of friendship, to cry aloud that, on a day not distant, ships of war may snap frail bonds—that it is more than passing strange that peoples professing peace should devote unparalleled energy and scarce calculable wealth to the provision of armed men, great guns,

strong forts, fighting-craft of the air and of the sea. The croakers and the fearful are heard in the land, not without being able to state a good case, superficially. Yet, it is a truism that, although there were never more colossal preparations for war, there never was more universal desire for arbitration without battle. Certainly, it may be asserted, without risk of contradiction, that neither our Teutonic neighbours nor

excellent leader—it would be called "august" in "The Yellow Jacket"—the *Times* of the other day said: "The King and Queen are going to do what almost any of their subjects would do in similar circumstances. Everybody would expect persons in a private station to accept an invitation to a family wedding . . . and would, indeed, be more inclined to hunt for reasons if they did not accept than if they

nationality, will no doubt recognise the royal visit to Berlin for what it is. They will see in the wedding a great family festival, which our King and Queen, as amongst the chief connections of the two great Houses concerned, attend with the utmost pleasure. They will see that and nothing more, and they will leave the business of drawing political inferences from an event which is essentially private to the ingenious persons who make that pursuit their hobby." That is true; but, coupled with the Prince of Wales's educational tour in Germany—a sequel to his much-enjoyed sojourn in France—it cannot fail to give the impression that things between the two nations are not what the pessimists would have them seem. No alliances, open or secret, no *ententes* will be born of this purely private visit; but doubtless it will help to strengthen feelings of mutual respect, and sweep away at least some of those misunderstandings which have, especially of recent years, been deemed inevitable. Through the King and Queen, Great Britain will send her best wishes to the bride and bridegroom, just as other nations will send theirs through their rulers and their representatives. And the occasion is exceptional. It marks a love-match—not the customary "arranged" marriage of royalties and, moreover, it denotes the end of a feud which began between the Hohenzollerns and the Guelphs before there was a German Empire.



Photo, Koorf.

VERY WELL KNOWN IN GERMAN AND AUSTRIAN SOCIETY: PRINCESS FÜRSTENBERG.

ourselves—nor, for that matter, France, Russia, Austria-Hungary, and the other Powers—have the least wish to see the dreaded dogs unleashed.

It is being impressed upon all and sundry, with some labouring, that when they visit Berlin in May for the wedding of the Kaiser's only daughter, King George and Queen Mary will do so merely as near relatives of both Princess Victoria Louise and Prince Ernest Augustus—that their stay in the Prussian capital will be devoid of political significance. In an



Photo, Knard Press

THE PRINCE OF WALES IN GERMANY: HIS ROYAL HIGHNESS AT FRIEDRICHSHAFEN WITH COUNT ZEPPELIN.

did. But it is amongst the penalties of exalted rank that out-of-the-way explanations are invariably sought by certain minds for the most ordinary and commonplace acts of those who bear it. The minds which are the most indefatigable and the most curious in the discovery of such explanations are not, we need hardly say, the minds of statesmen or of well-informed persons, or even of persons of ordinary common-sense. Men and women of these classes, whatever their



Photo, Buder

A GREAT FRIEND OF THE GERMAN EMPEROR: PRINCE MAXIMILIAN EGON OF FÜRSTENBERG

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THE HEIR TO THE BRITISH THRONE AS TOURIST IN GERMANY: THE PRINCE OF WALES SETTING OUT FOR A WALK.

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MUSIC.

LAST Saturday's concert at the Queen's Hall was of more than ordinary interest. It introduced to London the Birmingham Festival Chorus of 1912, a fine body of singers, whose capacity to present their work in fashion that shows they understand as well as enjoy it, was quickly recognised by the audience. Bach's motet, "Be not afraid," for an eight-part chorus, is sufficient test for the capacity of any choir, and the Birmingham singers came finely through the ordeal. This work is in some regards more trying than the funeral cantata, "God's time is the best," which followed, and was finely rendered. After the interval came the Choral Symphony, an admirable, though not faultless, performance. The whole concert offered a rare treat to music-lovers, and emphasised the value of a programme devoted to the work of only two composers, and these composers separated by the interval. An afternoon of Bach and Beethoven is complete in itself, and one could wish that more programmes could be planned on these sound, conservative lines. It is to be hoped that the Birmingham Festival Chorus will soon take occasion to give the Metropolis another taste of its quality.

Mr. Hermann Klein and Herr Erich Kreuz arranged an interesting and successful experiment at Bechstein's a few nights ago, when a number of their English translations of German "Lieder" were sung by capable and intelligent singers, including Mesdames Jeanne Jomelli and Helen Blain, Messrs. Laurence Brydall and Gwynne Davies. It would be too much to say that the difficulties attending a translation have been entirely overcome, but it may be gratefully conceded that the work was well worth doing. In several cases the work of Schubert, Schumann, and Brahms must have made an appeal on grounds that were quite new. Those of us who have studied any song in a foreign language know that it possesses a certain subtle beauty that depends upon the words, and passes from them on translation. But the measure of this beauty is not constant—the translator, if he be capable and conscientious, as well as musical, can often contrive to reduce the loss to a minimum, and leave that minimum unmissed by all save a very few. Messrs. Klein and Kreuz have done this in many of their translations, and as they have issued a considerable number of volumes already, those singers

"VANITY," AT THE GLOBE: MISS ETHEL IRVING AS VANITY FRY, AND MR. GUY STANDING AS JEFFERSON BROWN.

whose confidence in their own equipment of German is not complete may confidently be recommended to take advantage of the excellent work that has been prepared for them.

Miss Miriam Timothy, the first harpist of the London Symphony Orchestra, has given, at Bechstein's, a delightful recital that should turn the attention of amateurs to the possibilities of an instrument that, for all its limitations, is fascinating. Whether in the delightful quintet by Mr. Julius Harrison, the French duets for harp and flute, or



"TYPHOON," AT THE HAYMARKET: KITAMARU (MR. AZOOMA SHEKO) IS EXAMINED BY THE INVESTIGATING JUDGE (MR. ARTHUR WHITBY) AS TO THE DEATH OF HÉLÈNE.

the solos, Miss Timothy proved not only that she has a complete mastery over what must be the oldest, or one of the oldest, instruments in the orchestra, but that it is well worth mastering. Mr. Kastner, of the Queen's Hall Orchestra, has given similar proof of the harp's value.

The Grand Opera Syndicate has published a very lengthy list of subscribers to the season which is to open in the week after next at Covent Garden.

PLAYHOUSES.

"TYPHOON," AT THE HAYMARKET.

"TYPHOON" has the merit of being the first stage-work to interpret and handle dramatically the spirit of modern Japan. Whether the author succeeds in getting much more than the type, and even that rather superficially; whether he lets us really look into the soul of his Takeramo, or gives anything like individualising touches to members of the Japanese colony in Paris by whom this hero is surrounded, may be fairly doubted; but, at any rate, he presents in a way that carries conviction the average mental attitude and manners of such exiles. Hence an atmosphere that secures respectful, and even absorbed, attention for a story which, though not unlikely in its broad issues, is melodramatic in its details. That Takeramo should strangle a Parisian mistress of his, if discovered as a spy who meant to betray his country's secrets, would be a conceivable action even though performed in cold blood. But that this Japanese, not wholly un-Europeanised (as shown in his committing hara-kiri because an innocent person accepts responsibility for his crime), yet with all his nation's marvelous restraint and command of his passions, should, after tolerating a drunken Frenchman's insults to his flag, suddenly see red when the cocotte he has loved indulges in coarse abuse of his race and Emperor—this is incredible. The motives seem lamentably inadequate. The actors at the Haymarket—some of them, at least—make us overlook this shortcoming. Among them all, it is Mr. Laurence Irving who has the triumph. Reducing his height somehow, getting the set smile, the trick of sitting down gently, the impassivity of the Japanese—he renders his Takeramo all of a piece, and sweeps his audience before him in his indication of the man's surrender to the will to kill. Mr. Arthur Whitby's examining judge is a *tour-de-force* in the way of impersonation—as amusing as it is cleverly thought out. Mr. Leon Quartermaine is extremely happy as a decadent Frenchman—professed disciple of Tolstoy, practical devotee of absinthe. Mr. Azooma Sheko is as Japanese as his name; but Miss Mabel Hackney, with mistaken realism, tends to vulgarise the rôle of Hélène, and so destroys all belief in the possibility of this woman charming Takeramo. Her misreading is the one error in the interpretation of a drama which ought to have a big vogue.

(Other Playhouse Notes elsewhere in the Number.)



TAKERAMO RECEIVES LETTERS WHICH PROVE HÉLÈNE'S LOVE FOR HIM: MR. LAURENCE IRVING AS TAKERAMO, AND MR. LEON QUARTERMAINE AS RENARD-BEINSKY, IN "TYPHOON."



THE SCENE WHICH LEADS TO THE STRANGULATION OF HÉLÈNE: MR. LAURENCE IRVING AS TAKERAMO AND MISS MABEL HACKNEY AS HÉLÈNE, IN "TYPHOON," AT THE HAYMARKET.



BEFORE TAKERAMO COMMITS HARA-KIRI: THE DOCTOR AND HIS COMPATRIOTS TAKE SAKÉ IN THE JAPANESE FASHION, IN "TYPHOON," AT THE HAYMARKET.

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NEW NOVELS.

"The Mating of Lydia." Mrs. Humphry Ward will be counted a Victorian writer, and "The Mating of Lydia" (Smith, Elder) impresses us by its essentially Victorian virtues. It has a clean-running love-story to tell; it believes in the skilful handling of a robust plot; it does not disdain a tinge of melodrama, nor does it blush to point a blameless moral. All these attributes, in Mrs. Ward's clever, conscientious hands, combine to produce a most attractive novel: moulded by an inferior craftsman, they would, of course, have run the risk of banality. It takes an artist to use such material as a miser in a mansion, the chance encounter of a young man and a maiden by a mountain stream, and the timeliness of a bicycle accident, without exposing their threadbare nature; it is all to Mrs. Ward's credit that these simple ingredients should combine to make a success of "The Mating of Lydia." It would not be fair to say how Lydia mated; the secret is well kept to the end, and the conclusion is as dramatic as the opening scene of the long-absent master returning, with his forlorn little Italian wife, to the storm-swept cheerlessness of his Cumbrian heritage.

"Mixed Grill." Mr. Pett Ridge's short stories in "Mixed Grill" (Hodder and Stoughton)—a capital title for the collection—are good examples of his peculiar style, but their substance is flimsy, and some of them have no plots worth the name. This is bearable

from Mr. Pett Ridge, who rewards our patience with a quip or a happy whimsicality; but it must not be allowed to pass as an example to budding humourists. More than one of these stories has an acid flavour, and shows an acute observation of the foibles of human nature, with no great opinion, it would appear, of either its courage or its charity. Here is contempt for humbug; for heroics, for the false social values that delight the English—contempt expressed, as Mr. Pett Ridge knows how to express it, with a flippancy that is only on the surface. It looks as if the author were a little weary of his middle-class snobs, his cheap young women, and his bright but dishonest youths. Perhaps he, too, sighs for the days of Mord Em'ly.

"Dr. Whitty." There was once a doctor, created by George Birmingham and happily domiciled in an Irish village, who had a genius for managing other people's business. He was the prime mover in the affair of the pier, which was petitioned for, not because a pier was necessary to Ballintra, but because it was a pity to let a Chief Secretary's chance visit prove fruitless; it was he who, with the mistaken idea that he was championing the cause of a charming lady, organised the meeting for Woman's Suffrage in Ballintra, a place that cared just as much for Woman's Suffrage as any other Connacht village; his was the master-mind that persuaded a Nationalist band to play "God Save the King" by palming it off on them as "The Song of King Malachi," an ancient Irish melody. This latter is perhaps the best of the stories in "Dr. Whitty" (Methuen), though it is really hard to discriminate amongst

so many excellent yarns. When we say that Dr. Whitty is probably a blood relation of the curate in "Spanish Gold," and would have seen eye to eye with him in that glorious adventure, we have said enough to indicate that the new Birmingham book is a treat in store for all lovers of light-hearted literature. No right-minded person can read "Dr. Whitty" without making unseemly noises, or escaping a feverish desire to read whole pages aloud, between gurgles, to the nearest audience.

"Studies in Love and Terror." Mrs. Belloc Lowndes never fails in her human interest; and she is at her best when, as in "The Child" in this collection of stories, she brings her characters face to face with one of the fundamental instincts. These "Studies in Love and Terror" (Methuen) do not, perhaps, rise to the level of the novels that have given her a position as an exponent of the workings of the criminal mind—a position unrivalled in this country except by Mr. Irving in another field—but they remain as models of clean, nervous fiction. They attain distinction, for one thing, by not joining in the popular stampede after grubbiness and the sex-question: Mrs. Lowndes does not forget that life has more than one aspect, and that the relationships of men and women can be vividly portrayed without throwing decency to the winds. She is, in fact, a woman of the world, and she writes for men and women of the world, with a firm grip of her plot and her puppets, and a most refreshing sanity, and this in spite of the studies "in terror" being thrilling incursions into the regions of the supernatural.

THE GREATER-BERLIN TRAMWAYS AND THEIR CONNECTING LINES.



DR. WUSSOW,
Managing Director of the Greater-Berlin
Tramways.

ONE of the most important factors in the traffic of Berlin is its great system of street tramcars, which cannot be praised too highly. They are under the control of Dr. Wussow, the Managing Director. The city of Berlin, which in the course of recent years has spread with truly American rapidity to its present size, could not do without these means of communication, so useful both to natives and foreigners.

Two years ago, from the wonderful marble roof of Milan Cathedral, the present writer was able to watch the unceasing traffic on the Piazza del Duomo. But what is this in comparison to the Berlin tramway traffic? In the Potsdamerplatz, the Leipzigerplatz, Leipzigerstrasse, the Spittelmarkt, on the Cottbuser Bridge, at the Hallescher Thor, the intersection at Unter den Linden, at the Brandenburger Thor, the various lines meet in a marvellous manner for dealing with the enormous passenger-traffic of the capital. Communication with the various districts belonging to Greater Berlin is so perfectly organised that it is a matter of surprise to discover the short time it takes to traverse considerable distances in these trams. They are most practically fitted in every respect, possessing all the improvements of modern technique. Their speed is remarkable, and it is all the more wonderful, therefore, that accidents are extremely rare. The brakes of a tram going at full speed, and consisting generally of two coaches, act instantaneously. People get in and out so quickly that there is barely time to admire

the graceful little feet of the elegant Berlin ladies. For in Berlin everybody rides in trams; the best and wealthiest people prefer this mode of conveyance to the hired taxi. The conductors give information most willingly, and the fares are absurdly low. For ten pfennigs quite a large portion of Berlin can be seen; any distance, no matter how long, can be traversed for this sum provided no changing of cars is necessary. The tramway lines of Greater Berlin extend even to the racetracks of the neighbourhood. One is scarcely conscious of being in a tram at all, for there is none of the shaking and vibration which make this mode of conveyance so unpleasant in other places. The carriages have very strong foundations, and this renders them particularly safe. The management is so anxious to ensure the comfort and convenience of the public that newspaper-vendors are permitted to come in at the crossways and offer their papers for sale. The calling-out by the conductors of the names of the various streets is of great assistance to the passengers, and enables them to find their way about this large city without any bother. The network of tramways encircles all Berlin, and a better means of transit can hardly be desired for reaching the theatres, as well as museums and other places of interest. We give herewith the portrait of the Managing Director, Dr. Wussow, to whom the thanks of the public are due for the efforts he has made to render the tramways of Greater Berlin, which play so important a part in the life of the capital, fulfil all modern requirements.

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LADIES' PAGE.

ALL of us who have known men on whom the honour of a peerage, a baronetage, or even a knighthood, has descended from the fountain of honour (on the recommendation, as is nearly always the case, of the managers of the political party in power) have had it casually but clearly explained to us that the gentleman has only accepted the title because his wife had a fancy to be called "My Lady." I daresay you and I might have displayed a similar *penchant* had the luck to be counted worthy come to our husbands; after all, "My Lady" does sound much better than "Mum." Lord Beaconsfield reproached Lord Ronald Gower for not getting married, on the score that no man had a right to remain single who had it in his power to give some girl so pretty a title as "My Lady." Well, is there any reason why this well-authenticated feminine weakness for that title should not be exploited for the public good? According to the prevalent "thought-wave" of the moment, of course, the "public good" is something to add to our war strength. France has raised a great national subscription for purchasing military aeroplanes; Germany's Naval League has received a huge sum, largely given in the form of tiny subscriptions from school-children, domestic servants, and day labourers, to pay for new fighting ships. Now, we are indeed terribly behindhand with our preparations for the day foreseen by Tennyson of "the nations' airy navies grappling in the central blue." Why not invent some new title to be given as a reward to those worthy citizens who will voluntarily provide aeroplanes and dirigibles for the nation? There is a good precedent. Baronets were first created in this way, the object in view being the settlement of Ulster with loyal subjects, and very logical and right did King James I. prove this open sale of titles for a public service to be.

In instituting the new order of the Baronetage, King James's proclamation first sets forth, in stately language, that the King desires "the plantation of our kingdom of Ireland, and chiefly of Ulster, a large and famous province of the same kingdom, which now under our government . . . we endeavour to establish, that so great a province should more and more flourish not only in the practice of true religion, civil humanity, and probity of manners, but also in an affluence of riches and abundance of all things which contribute either to the ornament or happiness of the commonwealth." Then the argument continues in this wise: Money is required for this most excellent purpose; faithful subjects who give money to promote this patriotic cause show themselves thereby both loyal to the King and anxious for the public good; and those displaying such qualities obviously thereby prove themselves deserving of honour. Now, "All the splendour and amplitude of honour and dignity take their rise from the King, to whose prerogative it properly belongs to erect and institute new titles of honour and dignity"; and therefore, the new order of Baronets



DRAPED GRACEFULNESS.

A gown of palest blue, the collar of rich blue embroidered on a gold ground, bordered by a cream-coloured frill.

was "ordained, constituted, and erected" to be conferred on each of those worthy persons who severally "with a generous and liberal mind give us a supply ample to maintain and support" thirty foot soldiers for three years in Ireland. Who can doubt that if King George adopted similar reasoning on behalf of the aerial Navy, there would be a very large number of persons who would deserve the new title by giving his Majesty supplies "with a generous and liberal mind"? It was understood when the new order of Baronets was founded that its numbers were to be limited, which no doubt kept the price up, and there might be a like arrangement now—Governments never display much scruple over abandoning engagements when convenience demands.

How true was the observation of King Leopold I. to the young Queen Victoria that mankind reserves its honours and rewards for the most part for its own tyrants and destroyers, while the benefactors of the human race in peace remain unrecognized! The other day, in France, a hitherto quite poor and obscure old man, born in 1828, was at last presented with the Cross of the Legion of Honour; and what is more, with a subscription raised internationally of nearly four thousand pounds; but he has had to live to be eighty-five to receive even this degree of recognition. Forty-seven years ago, he went to prison for debts incurred in the experiments that were to benefit the world; and he has never reaped any personal advantage from his discovery. What did he do? Well, he discovered what probably is the source of the supply of one-half the meat and other viands that people eat to-day in our country. He is M. Charles Tellier, the inventor of the apparatus by which food from all over the world is brought in good condition for use by us in cold storage on shipboard. Great Britain, above all, has benefited by his discovery. We get beef from the Argentine, mutton from Australia and New Zealand, chickens from Russia, eggs from Australia, and fruits and vegetables from many parts of the globe. The whole world supplies our larder—as we may be terribly reminded in case of war; but while kind Peace can hold her own, and the four hundred big steamers with cold-storage arrangements that fly our flag are allowed to continue their work, the table of every person of modest means owes its abundance mainly to this one man's energy and steady persistence: yet yesterday, none of us knew his name! There is still some prejudice against "foreign" meat, and probably all of us would prefer to buy genuine Scotch beef and South-down or Welsh mutton; but the cold-storage brings excellent food at cheaper rates to our doors; and housewives of moderate means generally do the best thing for their families by buying from tradesmen who frankly sell imported meat at proper prices. Much of what is sold without such confession of origin does really come to market from the wide plains of South America or the meadows of our own Colonies, but is sold at inflated prices under the guise of home growth. Slight special knowledge is required in cooking frozen joints, such as letting them thaw somewhat in gentle heat as a preliminary. PHEMENA.



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NOVELIST, SOCIALIST, "GENERAL," AND WRITER ON WAR.

PHOTOGRAPH BY F. AND K. ANNAN



NOT A BELIEVER IN MAKING EVERY MAN IN THE COUNTRY "A BIT OF A SOLDIER": MR. H. G. WELLS.

It has long been obvious that Mr. H. G. Wells, the famous novelist, is vastly interested in those problems which confront armed peoples and their leaders in the field. Is he not the "General" who has developed "soldiers" in such a way that it is possible to play the great game of the world much as it is played over the territory of nations with real men and with death-dealing weapons? His floor-game, "Little Wars," approximates as nearly as may be to real war; as was shown by an illustration in our issue of January 25 last. The other day Mr. Wells's interest in militancy showed itself in another direction, when he began, in the "Daily Mail," a series of articles, under the heading, "Mr. Wells and War." In the first of these,

it may be noted, he explains why he does not believe that conscription would increase the military efficiency of this country, and why he thinks it might be a disastrous step for us to take. He uses "conscription" as it is most frequently used; that is to say, he means by the word "the compulsory enlistment for a term of service in the Army of the whole manhood of the country." He combats the idea that Great Britain can be strengthened for war by making every man in it "a bit of a soldier." Of H. G. Wells as novelist there is no need for us to speak here: his books are known to everyone. But it may be remarked that Mr. Wells was born at Bromley, in Kent, on September 21, 1866, son of the late Joseph Wells, professional cricketer.

THE LAST HOME-COMING OF THE MURDERED KING OF

PHOTOGRAPH



WITH THE GREEK AND DANISH FLAGS AS PALLS AND WITH THE ROYAL CROWN AND THE KHAKI DRAWN BY SAILORS, FROM THE

The body of the murdered King of the Hellenes arrived at the Piræus at eleven o'clock on the morning of March 27, aboard the Greek Royal Yacht, "Amphitrite." As soon as the vessel was moored to the landing-stage, the members of the Holy Synod went aboard and read prayers over the dead Sovereign. Then the coffin, with the Greek and Danish flags as palls, and having upon it the Royal Crown and the khaki kilti of the King, was borne ashore by the sons and the grandsons of the deceased. King Constantine and Queen Olga followed, and after them came the dignitaries of the Court and Cabinet Ministers. While the National Anthem was played, the coffin was placed on a gun-carriage, which was drawn by sailors. The cortege made its way to the railway-station, from which a special train bore the remains to Athens, where they were received by Queen Sophia, Princess

THE HELLENES: THE FUNERAL CORTEGE IN ATHENS.

BY GAZETTES



KÉPI UPON IT: THE COFFIN OF KING GEORGE OF THE HELLENES BORNE ON A GUN-CARRIAGE, RAILWAY-STATION TO THE CATHEDRAL.

Maria, Hellen, and Alice, and other members of the royal family. The coffin was again borne by the Princes and placed on a gun-carriage. Then, with muffled drums and a military band at its head, the cortege started for the Cathedral. King Constantine was immediately behind the coffin and was followed by the Royal Princes and by carriages containing Queen Olga, Queen Sophia, and the Princesses. The funeral itself—the first royal funeral in Greece since it became a kingdom—took place on April 2. The services having been held, the coffin was carried to its house and conveyed to Dekelia. From there it was taken, in a purple-draped motor-car, to the gates of the Royal Park at Tatoi, whence it was carried by ten Princes to the mausoleum built by the late King some years ago.

THE GERMAN AIR-SHIP OF THE SEVEN SECRETS IN FRENCH HANDS: THE UNINTENTIONAL INVASION BY DIRIGIBLE.

PHOTOGRAPH BY CHARLES DESJUS.



THE HAWK HOVERING OVER THE LAME DUCK! A FRENCH MILITARY AEROPLANE FLYING ABOVE THE GERMAN MILITARY DIRIGIBLE, "Z 4," WHILE SHE WAS ON THE PARADE-GROUND AT LUNÉVILLE DURING HER TWENTY-FOUR HOURS DETENTION BY THE FRENCH AUTHORITIES.

Great sensation was caused in France and in Germany on April 3 when it became known that the newest German military dirigible, the "Z 4," had come to ground on French soil, at Lunéville, with several German officers in uniform and mechanics on board. The air-ship in question, the construction of the Zeppelin Company, at Friedrichshafen, was undergoing trials before formal acceptance by the German Army. It appears that she started for Oes, in the Grand Duchy of Baden, in clear weather, encountered fog over the Black Forest, and was carried westward out of her course by a strong wind. Landing was not possible, and eventually these aboard her found themselves over France. Then it was that the officers decided that the correct course was to come to ground as soon as possible, to show that the invasion was involuntary, without military significance. After twenty-four hours' detention, the air-ship was released by the French authorities and was allowed to fly away—with a part of her crew. The remaining three German officers agreed, at French suggestion, to return to Germany by motor-car. At five o'clock on the afternoon

of April 4, the dirigible was safely berthed at Metz. While she was on the Parade-Ground at Lunéville on the morning of that day, a French military aeroplane, from Epinal, appeared, skimming close to the top of the Zeppelin; then came a second French military aeroplane and a third, flying so close to the air-ship that their planes almost touched it. The airman, despite a violent wind, had flown the forty-five miles from Epinal to Lunéville in about seventy-five minutes. From the German point of view, of course, the most unfortunate phase of the incident was that it put into the hands of France secrets of construction which have been guarded with the most extreme care, notably those of the machine-gun apparatus on her back, her searchlight equipment, her bomb-throwing mechanism, her long-distance wireless installation, her "high" steering-gear, her detached aluminium ballasts, and her Maybach motors. The incident ended pleasantly by an exchange of compliments between Germany and France, the German Government thanking the French Government for the courtesy shown to the passengers on the "Z 4" at Lunéville.

PURCHASED BY A CHOCOLATE KING: THE CHÂTEAU DE CHENONCEAUX.

PHOTOGRAPH BY FEIGNE.



SOLD AT AUCTION FOR £70,800, AND BOUGHT BY M. HENRI MENIER: THE CHÂTEAU DE CHENONCEAUX; SHOWING HOW A GREAT PART OF IT STRETCHES ACROSS THE RIVER CHER ON ARCHES.

It is announced that the Château de Chenonceaux, a glory of Touraine, has been sold by public auction, for £70,800, to M. Henri Menier, partner of M. Gaston Menier, head of the great chocolate firm of Menier. The château is a magnificent example of the transition period between the Gothic and Italian Renaissance styles. A great part of it stretches across the River Cher on arches. The building of it was begun in 1515 by Thomas Bohier, Receiver-General of Finances in Normandy, and Chamberlain to Louis XI., Charles VIII., Louis XII., and Francis I. Bohier died in 1523, before the main building was completed, and, curiously enough, after he had had engraved on the tower, "S'il vient à point, me souviendra" ("If completed, it will commemorate me"). Work continued under his wife, Catherine Briconnet; but her son had to

surrender Chenonceaux to the King, to pay his father's debts, and the Constable de Montmorency took possession of it in his Majesty's name in 1535. Francis I. used it as a hunting-box. Henry II. gave it to Diane de Poitiers, who had the arches of the bridge on the Cher built. On Henry's death, Diane had to give it to the Queen-Regent, Catherine de Medici, in exchange for Chaumont. From her it passed to others until the Duke de Bourbon sold it, in 1730, to M. Dupin, Farmer-General and financier. Then its old splendour was revived, and many men of note were received there, including Voltaire, Buffon, Lord Bolingbroke, and Montesquieu; while Jean-Jacques Rousseau was entrusted with the education of M. Dupin's only son. Since then it has been in several hands, including those of Mr. Terry, a wealthy American.

WHERE MONTENEGRO DEFIED EUROPE: AT ANTIVARI, THE BLOCKADED.

PHOTOGRAPHS BY ALACOVICA.



WHERE THE POWERS BLOCKADED MONTENEGRO: THE HARBOUR OF ANTIVARI, BEFORE WHICH THE INTERNATIONAL WAR-SHIPS ASSEMBLED.



AT THE ENTRANCE TO THE HARBOUR OF ANTIVARI, THE SCENE OF THE INTERNATIONAL BLOCKADE: CAPE VOLOVICA.



MOST PEACEFUL IN ITS ASPECT; YET PLAYING PART IN WAR: THE MONTENEGRIN HARBOUR OF ANTIVARI.

Montenegro's determination to continue the siege of Scutari despite the wishes of the Great Powers resulted, as all the world knows, in an international naval blockade of the Montenegrin coast, and it was announced on April 7 that, as Senior Officer of the International Fleet, Vice-Admiral Cecil Burney, commanding the Third Battle Fleet, and then off Antivari in the "King Edward VII.," had sent from Cattaro the following telegram addressed to the Montenegrin Prime Minister: "I have the honour to inform you that an international fleet has assembled in Montenegrin waters, in order to protest against the non-fulfilment of the wishes of the Great Powers. I desire to call your Excellency's attention to the presence of this fleet as a proof that the Great Powers

are acting in concert, and to request that their wishes may be fulfilled without further delay. Please inform me immediately that your Government is ready to carry out the wishes of the Great Powers." On April 7 also came the statement, dated "Cettinje, Sunday," that the Montenegrin Government had replied to the British Admiral in command of the International Squadron that they regarded the intervention of Europe as a violation of neutrality and would continue military operations at all costs. Antivari, which is eighteen miles from Scutari, formerly belonged to Albania, but was ceded to Montenegro in 1878 by the Treaty of Berlin. It has a castle built by the Venetians, and is the see of a Catholic Archbishop.

BROUGHT FROM OBSCURITY! THE REDISCOVERED VELAZQUEZ.

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OUT OF THE KNOWLEDGE OF CONNOISSEURS AND EXPERTS FOR SOME YEARS, NOW FOUND AGAIN:

"THE ANGELS APPEARING TO THE SHEPHERDS," BY VELAZQUEZ.

In 1853, after seven years' discussion, the Louvre restored to the true owner, the expatriated King Louis Philippe, the collection of Spanish pictures which had been hung in its galleries for many years. Prominent among them was "The Angels Appearing to the Shepherds," by Velázquez—a picture which, sold in England by the Orleans family in 1853 after the death of the King, passed afterwards into the collection of the then Lord Ashburton, and thenceforward fell out of the knowledge of connoisseurs and experts until last summer, when it was seen at auction by Mr. M. H. Spielmann and acquired by him. It is, therefore, an error to describe it as a "new" Velázquez; it has simply been brought from obscurity

and restored to public ken. It has, as far as is known, never been seen in reproduction before. It is unfortunate that Señor A. de Beruete, the unchallenged Velázquez expert, died at the beginning of 1912, a few months before the picture came to light: he would, doubtless, have hailed it as one of the still "lost early pictures" to which he alludes as belonging to that artist. The subject is a close, realistic illustration (save for showing two angels instead of one) of the Gospel of St. Luke, chapter ii., 8 and 9—the shepherds being awakened from their sleep when "the glory of the Lord shone round about them; and they were sore afraid." (See further notes on another page.)

HOW I PERMANENTLY REMOVED MY SUPERFLUOUS HAIR.

After Paste, Powders, Depilatories, Electricity, and various advertised preparations had failed.

A simple, easy method which any Lady can use at Home, and quickly rid herself for ever of this humiliating affliction.

By KATHRYN B. FIRMIN.

I was deeply humiliated by superfluous hair, which seemed to steadily increase, and become more hideous as I grew older, and I cannot find words to tell you how good I felt, and what a terrible load was lifted off my mind when I finally realised that the unsightly growth had disappeared for ever. Before achieving this happy result I had tried many advertised remedies, but found to my sorrow that if they removed the hair at all it was for a short time only, and the hairs soon reappeared—stronger and thicker than ever. Even the electric needle was tried upon my skin, and I endured a great deal of pain from its use, but simply met with disappointment. I had spent so much time and money on these various methods that I was in despair, and

hair returned. I realised that I had truly made a most marvellous discovery. The wonderful transformation in my appearance caused comment among my friends, and they thought that a veritable miracle had been wrought. When I divulged to them the secret I had discovered they tried the same method on their own skins, with equally effective and permanent results. They told me in guarding this secret I was withholding a great boon from womankind, and urged that I should tell others, so that all afflicted women might benefit by my discovery. One of the most eminent chemists of Paris examined the treatment, and gave it the highest endorsement. A prominent society lady who used this method some time ago now says:—"Your



"A horrible hairy mass ruined my face. For years I was humiliated and ashamed, with a beard like a man."

"Now my superfluous hair has completely disappeared, and my face is soft, fair, and smooth. You can accomplish the same permanent results without trouble or inconvenience of any kind."

almost ready to give up, thinking that I must suffer for ever from this terrible affliction. It was then that I chanced to learn of a device by which the women of ancient Rome had completely rid themselves of superfluous hair. With this idea in mind I began a series of careful experiments in an effort to wrest this hidden secret from the past. At last my efforts were crowned with success, for I discovered a method entirely different from anything I had ever seen. I used it on my own skin, and it quickly removed all my superfluous hair without the slightest vestige of pain or discomfort. I was delighted, but feared that some sign of the hair might return. After a few weeks had passed I noticed that my skin still remained clear, soft and white, and, as the months slipped by and not the slightest trace of the hated superfluous

treatment is marvellous, because it is permanent. My skin has remained smooth and white, without a shade of superfluous hair. I have never known this remarkable process to fail, but you can judge for yourself of its seemingly miraculous power. I am so grateful for my own delivery from the curse of superfluous hair that I feel that I should give full particulars regarding the discovery to all sisters who need it. Merely enclose two penny stamps for reply, and I will send you particulars by return of post. I will positively guarantee that any lady can permanently and painlessly remove her superfluous hair, and that she can easily use this process in the privacy of her own home without the knowledge of anyone. Address: KATHRYN B. FIRMIN, Dept. 1209 L, 133, Oxford Street, London, W.

NOTE.—The discovery of Mme. Firmin is unquestionably a marvellous blessing to all women suffering from this humiliating affliction, and we strongly advise readers to write at once for full information regarding her secret. Don't use this treatment near the scalp, eyebrows, or where you do not wish the hair permanently removed.

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Last day for receiving replies, May 31st. The result will be announced in the "DAILY MAIL," on June 30th.

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PAUL I. OF RUSSIA.

MR. A. Waliszewski is a brilliant writer whose books on Peter the Great and the Empress Catherine have made him deservedly famous. In these works he exhibited a power of making apparently dull and obscure episodes of history fascinatingly interesting. It was therefore with considerable anticipation of entertainment and instruction that his work on the problematical character of the Emperor Paul was opened—"Paul I. of Russia, the Son of Catherine the Great" (Heinemann). It may be as well to say at once that in this, his latest contribution to Russian history, Mr. Waliszewski has disappointed us. While the book reveals a great deal of original research and praiseworthy labour, it lacks both brightness and consistency. We expect the writer of a historical monograph to give us a consistent picture of the character he paints. If he desires to be strictly impartial, and to content himself merely with an accurate record of facts, his story, while gaining in historical value, will necessarily suffer in human interest, but it must refrain from subjective comment. Mr. Waliszewski, while attempting to show that the Emperor Paul was far from being the inconsistent, half-witted megalomaniac that he is generally represented to be, has failed to present a picture of the autocrat as he himself would have us believe he has conceived him. Indeed, it would be well-nigh impossible even for



Photo. Sport and General.

WHERE ONLY THREE HORSES WERE LEFT "STANDING UP".

IN THE GRAND NATIONAL: COVERTCOAT NEGOTIATING BECHER'S BROOK THE SECOND TIME ROUND.

At the fence before Becher's Brook the second time round Tokay and Thewi Pin both fell, and only three horses were left "standing up"—Covertcoat, Carsey, and Irish Mail. Carsey fell at the last fence but one, but was remounted and finished third.

the most thick-and-thin partisan to twist a beneficent intention or any approximation to statesmanship, or even ordinary human common-sense, out of the self-contradictory and disconnected acts of that unfortunate monarch. Mr. Waliszewski does not even take the trouble to investigate the Emperor Paul's origin, and leaves the reader in doubt as to whether he believes the scandals which a censorious public has read into the putative memoirs of Catherine. If any doubt could exist in the minds of un-biassed students of records, the evidence supplied by the life and actions of Paul afforded a living testimony to his legitimacy. He was a true son of his father, Peter III., and in all his peculiarities exhibited to a quite extraordinary

degree the characteristics of his ill-fated parent, whom he resembled even in his tragic death. In his chapters on foreign policy and the relations of Russia with France and Napoleon, Mr. Waliszewski has struck a very high note of excellence indeed. He has brought together the threads of foreign diplomacy in a masterly manner. But we fail to see that he has added much to our existing knowledge of the period, or improved on the monumental Russian work of Schilder or the late Mr. Nisbet Bain's scholarly study.

Since the beginning of this month the South-Eastern and Chatham Railway's popular first and second class day express service to Båle has been running, and will continue during the season. It leaves Charing Cross at 9 a.m. twice weekly—namely, on Tuesdays and Saturdays—and is worked via Dover-Calais-Laon. This service is very convenient for those who wish to journey to Switzerland without all-night travel.

Under the auspices of the A.C.U., the motor-cycle tyres made by the Palatine Tyre Company, of Preston, were recently subjected to a remarkable test, consisting of a run of over three thousand miles on a motor-cycle with a side-car, containing a passenger, attached to it. When the tyres were removed at the end of the run for exhibition purposes, it was found that the one on the driving-wheel might quite well have been run for another thousand miles. This result speaks for itself.



Photo. Illus. Bureau.

WINNING THE GRAND NATIONAL: SIR CHARLES ASSHETON-SMITH'S COVERTCOAT (PERCY WOODLAND UP).

Sir Charles Assheton-Smith won the Grand National at Aintree on April 4 for the third time and second successive year. At the end there were only two horses "standing up" out of twenty-two starters, and only three passed the Judge, Irish Mail being second and Carsey third. Covertcoat is by Hackler out of Cinnamon, and was bred in Ireland by Mr. J. J. Maher. His present owner gave 1200 guineas for him in Du'In.



Photo. Topical.

A DISASTER PROBABLY CAUSED BY A RIDERLESS HORSE: BLOWPIPE FALLS AT THE WATER JUMP IN THE GRAND NATIONAL.

Mr. M. M. Henderson's Blowpipe (W. J. Smith up) was leading at the water-jump in front of the stands. Taking off too soon, he jumped high, plunged into the water and rolled over, nearly on to his jockey. The mistake was probably due to the fact that Wavelet, whose rider had been thrown at the seventh fence, was galloping close behind Blowpipe when they reached the water jump.

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WILLS AND BEQUESTS.

THE will of SIR DONALD CAMPBELL MACNABB, K.C.T.E., of Farley Copse, Bracknell, who died on Jan. 20, is proved, the value of the property being £50,150. The testator gives £10,000 to his nephew the Rev. James Frederick Macnabb; his residence, with the indoor and outdoor effects, to his nephew Major Donald James Campbell Macnabb; £5000 each to his nephews Rawdon James Macnabb and Archibald Corrie Macnabb; £2000 each to his nieces Ethel Amy Anderson, Alice Marian Lucy Macnabb, and Dorothy Mary Macnabb; the sword presented by Prince Charles Edward to John Macnabb of that ilk in 1746, to his brother James William Macnabb; legacies to executors and servants; and the residue to his nephew James Frederick Macnabb.

The will (dated Oct. 18, 1912) of MR. GEORGE CROFTS WILLIAMS, of Llanrumney Hall, St. Mellons, Cardiff, who died on Jan. 26, is proved by Robert Henry Williams and Claude Williams, nephews, the value of the estate being £314,333, so far as can at present be ascertained. The testator gives £50,000 and his freehold and leasehold hereditaments in the city of Cardiff to his nephew Robert Henry Williams; £50,000 and property at Porthcawl to his nephew Claude Williams; his interest in the Llanrumney estate, and his household furniture, farm stock, etc., to Charles Crofts Llewellyn Williams; £20,000 in trust for his niece Constance Diana Reynolds; £10,000 in trust for each of his nieces Blanche Jessie Homfray, Mabel Millicent Clay, and Rose Williams; and £200 to William Ware. His real estate is to follow the trusts of the marriage settlement of his nephew Charles Crofts Williams.

The residue of the personal estate goes to his said two nephews Robert Henry and Claude Williams.

The will and codicils of SIR JOHN GORDON KENNEDY, K.C.M.G., late Minister at Bucharest, of Holmhurst, St. Leonards-on-Sea, who died on Dec. 3, are proved by Dame Evelyn Adela Kennedy, the widow, and Captain Archibald Edward Kennedy, son, the value of the pro-

THE REGAINED "VELAZQUEZ."

ON another page we give a reproduction of Velazquez's picture, "The Angels Appearing to the Shepherds," which has recently been brought to light again after having been long lost sight of in the obscurity of private ownership. In continuance of our note underneath the reproduction,

it may be said that the vigour and power of the work are common to other pictures of the end of the artist's first period, and details here find their exact counterparts in others of his designs—for example, the curiously lighted up-raised hand (as in his "Christ and the Disciples of Emmaus"); the sleeping man on the right (as in "The Wine-Drinkers," now, seven years later, grown older); the waking man in the centre (as in "The Musicians"); the amazed shepherd on the left (as again in "The Wine-Drinkers," in special relation to the drapery arrangement); and so on. It is probable that this masterpiece will be lent to a public exhibition later on in the year.

Another motor-cycling record has just been established. The Irish End-to-End race was won on April 4 by Thomas Green on a Brooklands Model Rudge motor-bicycle, and the previous record for this race was beaten by no less than 2 hours 12 min., the actual time occupied on April 4 being 10 hours 38 min.

It is announced by the Brighton Railway Company that on the 12.5 mid-night train from Victoria to Brighton every week-night a new Pullman supper-car is now run. This well-appointed car is fitted with every convenience for the serving of suppers, and will, no doubt, be greatly appreciated by their numerous patrons attending late functions in London.



Photo. Branger.

AMPHIBIOUS CRAFT AT MONACO: A GENERAL VIEW OF THE HARBOUR—SHOWING MACHINES ENTERED FOR THE GRAND PRIX DES HYDRO-AEROPLANES.

The tenth annual motor-boat meeting was opened at Monaco by the Prince of Monaco on April 1, and will continue until the 16th. For the hydro-aeroplanes competitions there are twenty-six entries. Sixteen machines had already arrived by April 6, seven being monoplanes and the rest biplanes. The Grand Prix des Hydro-Aeroplanes has been fixed for April 12 and 14, but meantime it was arranged to hold trial heats every day up to the 11th. In the trials each pilot has to ascend 500 metres and return to the water within thirty minutes; also he must ascend from the water 100 metres and return with a vol plané. There were several mishaps during the trials.

erty being £24,438. The testator leaves everything to his wife for life, and then for his children Archibald Edward, Aubrey Leo, Paul Adrian, John Patrick Francis, and Kathleen Yone.

supper-car is now run. This well-appointed car is fitted with every convenience for the serving of suppers, and will, no doubt, be greatly appreciated by their numerous patrons attending late functions in London.

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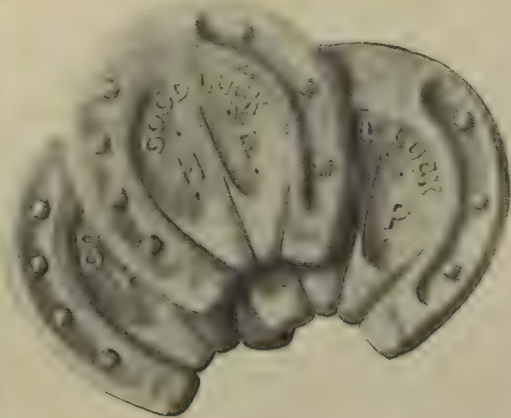
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Never before have you been able to buy biscuits like these at a popular price. The rich taste of the pure butter in them is convincing proof of their excellent quality.

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Good Luck

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As Supplied to His Late Majesty King Edward VII.

The charm and delight of being able to play the piano perfectly can hardly be realised until you possess an ANGELUS.

The simplicity and completeness of the Expression Devices enable you to enjoy to the fullest extent the personal interest in rendering artistically the World's best music.

THE MELODANT Expression Device (Patented) accentuates the melody or theme of the composition, giving just that exquisite humanlike effect and independence of touch which mark the performance of the accomplished pianist;

THE PHRASING LEVER (Patented) controls every variation of tempo, and gives a distinctive character to the performance;

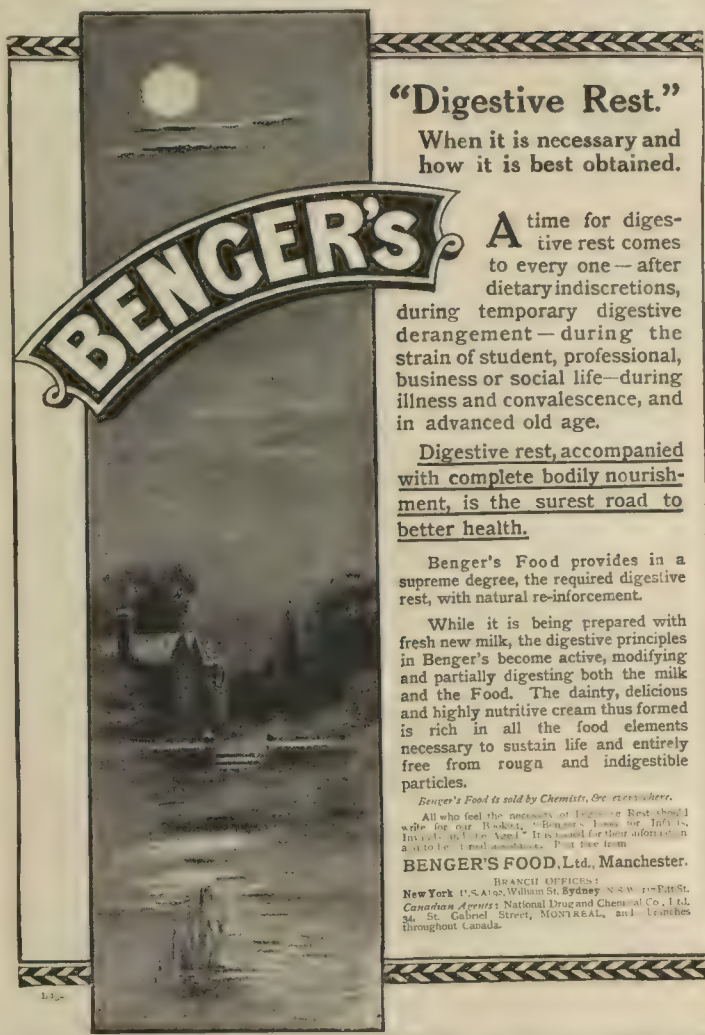
THE ARTISTYLE (Patented), the simple but infallible guide to musical rendition, incorporates into one line the variations of tempo, touch, and expression, giving to the performer a constant source of information regarding the correct interpretation of a composition.

The ANGELUS Player-Pianos comprise pianos of the most artistic character, and include THE FAMOUS BRINSMEAD, Sir HERBERT MARSHALL SONS & ROSE, KNABE, WINKELMANN, SQUIRE, &c., &c. These pianos have been carefully selected on account of their beauty of tone, perfect repetition and durability.

The extraordinary success and popularity of the world-famed ANGELUS Player-Pianos are undoubtedly due to their artistic supremacy and moderate prices.

You are invited to call and hear the Angelus, or write for Illustrated Catalogue No. 2 of the latest models

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Pair of hammerless ejector Guns,
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One ejector gun, 12 bore ... £45 " £27 10s.

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12 bore ... Cost £12 1/2s. Price £8 10s.

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Cost £8 10s. Price £5 10s.

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ST. ALBANS, ENGLAND.

THE CHRONICLE OF THE CAR.

The Isle of Man Race Banned.

The Society of Motor Manufacturers and Traders has done an extraordinary thing—it has placed its ban on the Tourist Trophy Race which the R.A.C. has announced to take place in the Isle of Man next September. Why it has done this passes comprehension; at least, so far as the ordinary outside observer is concerned. Had this stand been taken a few weeks ago, at the time when it was found impossible to organise the special race which was originally designed for this year, I could have understood it, because it is a matter of common knowledge that a very powerful section of the Society disapproves in toto of all road-racing as being useless for development and a financial tax on the industry. But that the Society should have sat quietly by and allowed it to be understood that it had taken up a neutral attitude and would not interfere one way or the other, and then, after all the preparations have been made, calmly place its ban on the whole affair, is even more than extraordinary. Particularly does this seem to be so in the light of what we were told by Colonel Holden when the conditions were announced. He was most emphatic on the point that the Society had informed the R.A.C. that it would not interfere with the race. The principal ground of complaint

seems to be that the event has been made for 1913 cars—models that may quite possibly be obsolescent by the time September arrives. It will be remembered that the Club stipulates that cars, in order to be eligible, must have

making an Isle of Man holiday. I was surprised at the time that the trade seemed content to take it lying down, but as everyone seemed to be agreed, it was no business of mine to criticise. I see no reason why the conditions should not be altered in this respect in order that there may be a race of new cars in place of old. There is no difficulty at all about it, and it is much to be hoped that the R.A.C. will see its way to the necessary modification.



SEVEN LITTLE NIGGER BOYS GOING FOR A JOY RIDE: A WOLSELEY CAR BELONGING TO THE SUDAN GOVERNMENT, IN SOUTHERN KORDOFAN.

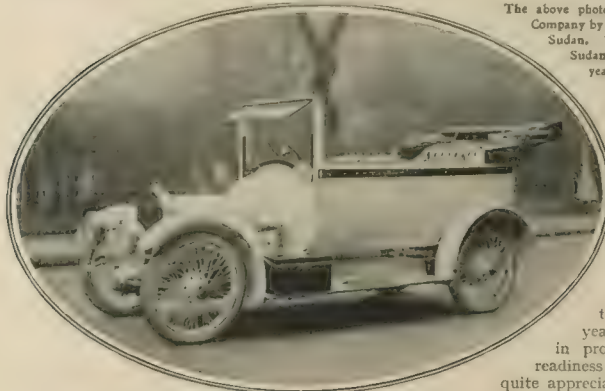
The above photograph was sent to the Wolseley Tool and Motor Car Company by Captain Rees Mogg, from Talodi, Southern Kordofan, Sudan. The car was supplied to the Roads Section of the Sudan Public Works Department eight or nine years ago, fitted with special wheels for work in loose sand. In spite of rough conditions it is still in daily use. The natives of the district, known as Nubas (some of whom are seen going for a joy ride), wear practically no clothing. At the wheel is Mr. Waters.

been listed in the makers' catalogues on Feb. 17 last. That means, of course, that we were to be treated to a race of cars laid down some time in 1912 for the current year's sales, while those which will be in process of construction in July next in readiness for next year were to be barred. I quite appreciate all the reasons for this, but still I cannot but think that, under the conditions announced, the race and its value would be gravely discounted so far as the public is concerned. Knowing all this, it is not surprising that the trade objects to racing old cars—old in the sense that they are not the latest—simply for the sake of

The Dimension Limits Wrong.

Another point on which the Club seems to have gone astray is in the matter of the engine-dimension limits. The race was designed for cars having four-cylinder motors whose bore does not exceed 90 mm. and their stroke 140 mm. At the time I queried whether these were arbitrary limits, or whether it meant that motors with an equivalent cylinder-volume would be accepted. The reply was that they were fixed dimensions, and that motors of, for example, 80 by 150 mm. were not eligible for entry. Here again was a point which struck me as being wrong, but if the Club and the Society had agreed, then it was not for the outsider to criticise. But apparently there had been no agreement arrived at. As they stand, the regulations bar out such well-known cars as the Sunbeam, the Calthorpe, the Grégoire, and others whose cylinder-volume is really less than the equivalent of 90 by 140 mm.—

(Continued overleaf.)



ALL-BRITISH THROUGHOUT: A 15-H.P. STRAKER-SQUIRE, 1913 MODEL, WITH A SMART AND UP-TO-DATE ALL-WEATHER BODY.

This fine car is the result of years of persistent concentration on a single model.

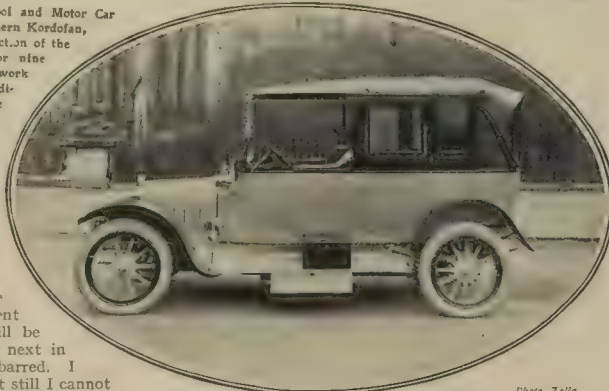



Photo. Tella.

A POPULAR ACTOR'S CAR: MR. W. H. BERRY'S NEW 14-18-H.P. ADLER CABRIOLET, WITH MORGAN BODY-WORK.

Messrs. Morgan and Co., of 10, Old Bond Street, W., and 127, Long Acre, W.C., are the sole concessionaires for the well-known Adler chassis.

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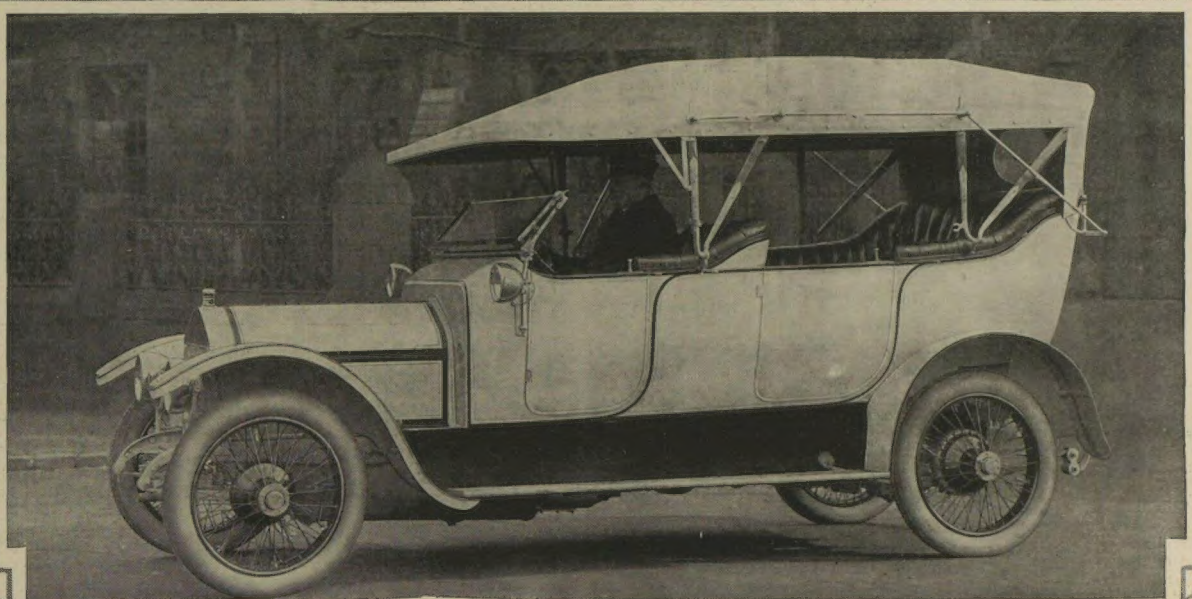


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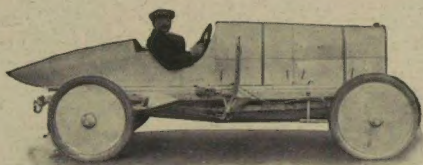
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Successes at Brooklands
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Easter - - **FIRST**
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70 miles per **SECOND**
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N.B.—The Humber had the smallest engine of any of the Competitors—in this Race.

being beaten only by a car of 22-h.p., which had a start of 30 seconds in 3 miles.

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The Argyll gives "day-after-day service" at a minimum cost for upkeep and running. The simplicity of the Argyll Single Sleeve Valve Engine coupled with its all-round reliability and efficiency results in direct economy to the owner.

And for beauty of design the stream-line Argyll is unrivalled. Chassis and body are designed in perfect harmony, in free flowing lines from radiator to rear, imparting a dignified handsome appearance that is essentially "Argyll" in character and is fully representative of the "finest coach-work in the world."

The new Argyll Diagonally Compensated Four-wheel Braking System is the only preventative of side-slip.

1913 MODELS with full equipment, ready for the road.

12/18 h.p. (4 cyl. Poppet Type) car complete	£375.	without equipment	£345
15/30 h.p. (4 cyl. Sleeve Valve) " "	£575.	" "	£525
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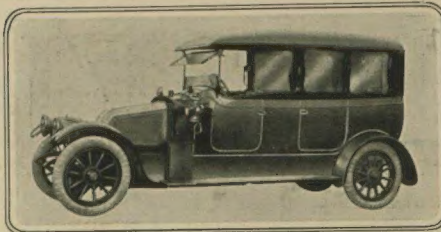
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LEICESTER, &c.

(Continued.) which, to my mind, is wrong. Particularly is it wrong because the question of stroke-bore ratio is by no means a settled argument yet.

The Government and Dazzling Headlights. The action of the Local Government Board in asking the National Physical Laboratory for a report on the optical features of motor-car headlights undoubtedly foreshadows some sort of legislation dealing with the dazzling lights which motorists, for the protection of themselves and other traffic, are practically compelled to carry. The representative associations will do well to watch the outcome of things, lest repressive legislation be sprung on them unawares. No doubt the glaring head-



FITTED WITH AN ATTRACTIVE LIMOUSINE BODY OF NOVEL STYLE: A 20-25 H.P. SIX-CYLINDER SCHNEIDER—1913 MODEL.

of the car I had been familiar enough, but as to its road manners I had perforce been content to take them on trust and by report. However, at a recent week-end, Messrs. Metallurgique, Ltd., placed a 20-30-h.p. touring car at my disposal, and I had thus a full opportunity of making up for lost time. And let me say that if you have lost time to make up on the road,

week-end's golf, but of the royal and ancient game there was none, for it blew and rained as it only can blow and rain in these islands. However, if we got no golf, we certainly had some motoring which was worth while. We just put up the hood, made ourselves as comfortable as possible, and motored—and not always within the legal limit. In spite of the adverse conditions, we had a really enjoyable time, for the car ran faultlessly. Although the roads were like seas of mud and the rain beat down pitilessly, the "Met." moved as though on the best of summer roads, and as though rain, mud, and wind made no difference. The verdict of the whole party was: "A delightful car." Certainly, it is a long while since I have

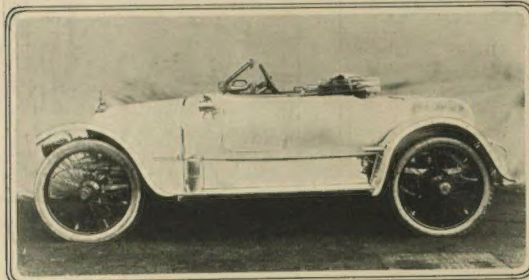


Photo. Chambers.

WITH BODY BUILT AT THE COMPANY'S MANCHESTER WORKS: A 15-20 H.P. ARMSTRONG-WORTH OF THE TWO-SEATER SPORTING TYPE.

This car, which has been sold to Mr. Samuel Clegg, of Liverpool, is one of the latest models. It is fitted with Dunlop detachable wheels, Lucas separate generator, Cape-car hood, lamps, wind-screen, and T. M. Shock-Absorbers.

light is an unpleasant thing to meet, whether one is walking, cycling, or driving, but it is very difficult to see how it is going to be dispensed with so long as there is traffic on our roads—which will be always. The glare difficulty can be overcome by means of special devices like "Anti-dazzle" lenses, and eclipsing arrangements like that of the "Auto-clipse," and, so far as my own opinion goes, I do not object to an official insistence upon something of the sort; but what I fear is a limitation of the power of lamps. This would be approaching the matter from the wrong end, because the nuisance is not in terms of the light-power, but of its dazzling effect.

The 20-30-h.p. Metallurgique.

A car of which I had no driving experience at all until recently is the Metallurgique, and I must say that the loss was mine. With the constructional features

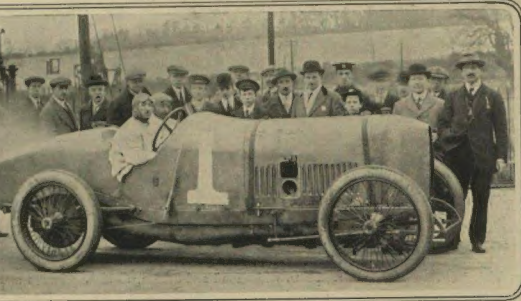


Photo. Campbell-Gray.

THE CAR WHICH DID A HALF-MILE AT OVER 108 MILES AN HOUR, AND BEAT FOUR RECORDS: A 40 H.P. PEUGEOT.

The record above mentioned was performed at Brooklands, at the meeting on Easter Monday.

then you cannot imagine a better car for doing it than the "Met." I betook myself down into the Fen country, together with a party of kindred spirits, intent on a

will remain at the figures for very long, for I hear that Talbots have an eye on the short records, and intend to go for them very soon.

W. WHITTALL.

AS IT IS WHEN CLOSED: A 15-20 H.P. ARROL-JOHNSTON TORPEDO CABRIOLET.

The 15-20 Arrol-Johnston is a notable car in many respects. The clever method of casting the power and transmission units, securing absolute alignment, and the peculiar link movement of the suspension springs are only some of the noteworthy features of this car.

driven a car of its rating that I liked better—or as well, for that matter—and I am fairly confident that this opinion would be endorsed by any driver of experience who had the good fortune to get such a car under his hand.

More Speed Records at Brooklands. Records do not stand for very long nowadays, especially at Brook-

lands. Recently the well-known French driver Goux, on the racing Peugeot which won the Grand Prix last year, set up new times for the half-mile, kilometre, mile, and ten laps, his speeds over these distances being 103'56, 107'60, 106'29, and 103'23 miles per hour respectively. Wonderful speeds these, but I do not think the records driven a car of its rating that I liked better—or as well, for that matter—and I am fairly confident that this opinion would be endorsed by any driver of experience who had the good fortune to get such a car under his hand.



TWO THOROUGHBREDS.

There is no mistaking a thoroughbred horse, either at rest or in motion. And there is likewise no mistaking the thoroughbred quality of the Metallurgique. Beautiful in appearance, wonderfully fast, yet with unlimited staying power, tractable, docile, and always ready are qualities to which the

METALLURGIQUE

adds an unsurpassed acceleration, an insatiable appetite for hill-climbing, and a unique degree of sweetness.

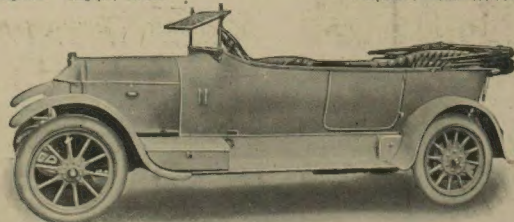
We desire to give you an opportunity to prove for yourself the truth of these statements.

MODELS: 10-12 h.p., 15-20 h.p., 20-30 h.p., 26-50 h.p., 38-80 h.p.; & 20-40 h.p., 26-60 h.p., 38-90 h.p., LIGHT TOURING MODELS. OWING TO THE GREAT DEMAND FOR ALL MODELS ORDERS MUST BE PLACED AT ONCE TO ENSURE EARLY DELIVERY.

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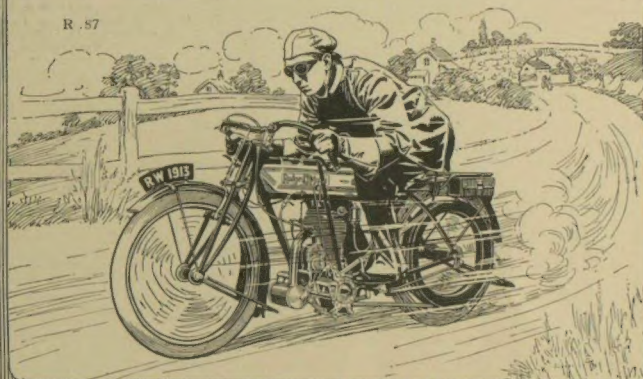
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R. 57



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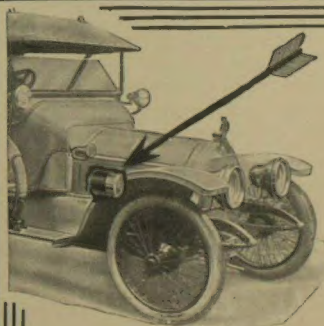
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CHESS.

R V CHAFFER (Detroit, Michigan, U.S.A.).—In regard to No. 3583 it does not matter which Knight moves; mate follows whatever is done. Your four-move is not a publishing position. Its solution is a series of checks without even one redeeming sacrifice.

P SPOON (Epsom).—There is nothing whatever problematic in your contribution, and there are at least three solutions on the first move, and some bad duals on the second move.

PH LAMZEN.—Thanks for end game. A very interesting termination on the part of the master.

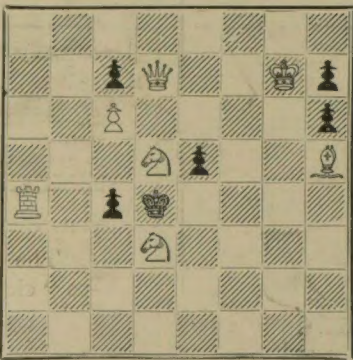
E J WINTER-WOOD.—Once again our best thanks.

SOLUTION OF PROBLEM No. 3592.—By W. GREENWOOD.

WHITE
1. R to Kt 7th
2. P takes Q (Kt) dis. ch., and mate
If Black play 1. Q or B takes R, 2. P to Q 8th (Q) dis. ch. and mate; if 1. K moves, 2. Q mates accordingly.

PROBLEM No. 3595.—By W. FINLAYSON.

BLACK.



WHITE.
White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3583 received from C A M (Penang): of No. 3583 from John A Barron (Stratford, Canada); of No. 3590 from J B Camara (Madeira), Dr. T K Douglas (Scone), Captain J A Challice (Great Yarmouth), L Schlü (Vienna), and F R Pickering (Forest Hill); of No. 3591 from Dr. T K Douglas, A Kenworthy (Hastings), J B Camara, Corporal Flanagan (Malta), and F R Pickering; of No. 3592 from H F Deakin (Fulwood), F W Atkinson (Lincoln), J Oxford (Liverpool), F H B (Hampstead), and C R Rowley (Clifton).

CORRECT SOLUTIONS OF PROBLEM No. 3593 received from L Schlü, A Kenworthy, G Stillingfleet Johnson (Cobham), F Glanville (High Wycombe), Mark Dawson (Horsforth), T W W Blakeley (Norwich), H S Brandreth (Cinice), A W Hamilton Gell (Hyères), R J Christie

(Redditch), J Fowler, J Dixon, J Churcher (Southampton), J Green (Roulogne), J Cohn (Berlin), E Gough (Bristol), R Murphy (Wexford), W Best (Dorchester), E J Winter-Wood (Paignton), H Grasset Baldwin, J Deering (Cahara), J C Stachhouse (Torquay), W H Taylor (Westcliff-on-Sea), W J Harrison (Leeds), C A P, F J Overton (Sutton Coldfield), R Worters (Canterbury), T Wetherall (Manchester), R J Lonsdale (New Brighton), J R (Wallington), J Gamble (Belfast), and H S Nicholls (Willesden).

A new chess column, under the able editorship of Mr. P. H. Williams, has been started in the *Illustrated*, a weekly technical journal. The column will be chiefly devoted to problems, but general news will also have a place. Address, Chess Editor, 3, Essex Street, Strand.

Two well-known publishing firms have just amalgamated. Mr. Stanley Paul, of 31, Essex Street, Strand, has acquired the business of Messrs. Greening and Co., Ltd., the noted publishers of fiction. The firm of Greening and Co. will be continued under its own name, but Mr. Stanley Paul will conduct both businesses from his Essex Street offices, thus controlling more than 1300 current books. He intends to add a large number of more serious volumes to the list, to balance the fiction. Among the first books announced are a series of "Memoirs of Secret History" concerning the French Revolution, "Recollections of an Officer in Napoleon's Army," and a volume on Madame de Pompadour in the Court Series of French Memoirs.

Few charitable institutions appeal so deeply to the sympathies of all as does "the mother of children's hospitals"; that is, the Hospital for Sick Children in Great Ormond Street. Since Mr. W. W. Astor munificently added the new out-patient department at a cost of £50,000, there has been a popular idea that the hospital is well off, and needs less help than others. In reality, however, the new wing, while immensely increasing efficiency, has also much increased the cost of upkeep. The hospital's annual expenditure is £24,000, and the more or less dependable income under £16,000. Hospitals are rated like commercial undertakings, and the Hospital for Sick Children pays £1300 a year! Besides its great work in restoring to health ill children, it has a valuable educative influence among mothers. Support could not be given to a worthier object.

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